

New York State

**FFY 2022 HIGHWAY SAFETY
ANNUAL REPORT**

**New York State
Governor's Traffic Safety Committee**

Kathleen Hochul, Governor

**NYS Department of Motor Vehicles
Governor's Traffic Safety Committee**

December 2022

**NEW YORK STATE
FFY 2022
HIGHWAY SAFETY ANNUAL REPORT**

TABLE OF CONTENTS

	<u>Page</u>
FFY 2022 NYS Highway Safety Program	1
Key Accomplishments	1
Evidence-Based Traffic Safety Enforcement Program (TSEP)	7
High Visibility Enforcement & Participation in National Mobilizations	12
FFY 2022 Performance Report.....	15
Statewide Performance Measures	17
Assessment of Progress	27
Grant-Funded Enforcement Activity Measures.....	28
Impaired Driving.....	29
Police Traffic Services	51
Motorcycle Safety	67
Non-motorized (Pedestrians and Bicyclists)	74
Occupant Protection.....	88
Community Traffic Safety Programs.....	108
Traffic Records	116
Program Management.....	125

FFY 2022 NEW YORK STATE HIGHWAY SAFETY PROGRAM

This Annual Report describes the accomplishments of New York State's highway safety program in FFY 2022 (October 1, 2021-September 30, 2022) and the progress made toward the performance targets established in the FFY 2022 Highway Safety Strategic Plan (HSSP). The preparation of the FFY 2022 HSSP was guided by the federal uniform procedures. The Governor's Traffic Safety Committee (GTSC) provides support for the attainment of the state's highway safety targets through its administration of the federal Section 402 program and the coordination of state and local initiatives directed toward the state's highway safety priorities. In FFY 2022, New York qualified for Section 405 National Priority Safety Program funds in Occupant Protection (405b), Traffic Records (405c), Impaired Driving (405d), Motorcycle Safety (405f) and Nonmotorized Safety (405h). GTSC also administers these grant funds.

Key Accomplishments in FFY 2022

Younger Drivers

- ❖ GTSC partnered with Students Against Destructive Decisions (SADD) to conduct 285 in-person teen driver traffic safety events as well as 104 virtual events. The State Coordinator took standard SADD programming and partner programs and transformed them to a virtual space where students across the state, and at times the nation, were able to access quality traffic safety programming from the safety of their homes.
- ❖ The Putnam County Teen and Young Adult Safe Driving Program worked with school districts, community organizations and youth to develop presentations and activities that would spotlight youth traffic safety and engage youth in addressing the issues surrounding teen driving safety. In FFY 2022 the Youth Bureau hosted two Highway Safety Peer-led Educational Presentations. 574 people signed Parents as Driving Partners agreements and 392 students attended in-person SIDNE presentations. Twelve students attended virtual presentations.

Older Drivers

- ❖ The ongoing effects of the COVID-19 pandemic hindered GTSC participation in CarFit sessions. However, continued participation in the multi-state Aging Road User Collaborative provided an additional opportunity to review and assess Older Driver traffic safety education outreach and education resources developed by other members for use in New York. This includes development of a tip card that provides a sampling of prescription and OTC medications that may impair driving as well as several tip cards that provide guidance to senior drivers on how to properly navigate traffic circles and how to properly negotiate a right on red.

Speed

- ❖ GTSC partnered with the New York State Police (NYSP) and local law enforcement agencies statewide to conduct the sixth annual "Speed Awareness Week Mobilization." The high-visibility enforcement and engagement campaigns occurred June 13th to June 19th, and August 15th to August 21st. These enforcement periods coincided with the Montreal Grand Prix and NASCAR racing event at Watkins Glen International Raceway. Targeted details were deployed in designated high-crash areas. Law enforcement was also provided with tools to help promote the campaign in their community and with the media. New York, like much of the nation, has experienced a significant increase in speed-related fatal crashes during the pandemic. GTSC

plans to address this issue in FFY 2023 through 1) the utilization of a newly produced public service announcement (PSA) and associated digital messaging, 2) based on a “hot spot” data analysis, implementation of potential enforcement/saturation campaigns in high-crash locations, and 3) formation of a state-level workgroup to guide short- and long-term collaborative efforts geared toward reducing speeds, engaging the public and mitigating crashes.

Diversity

- ❖ GTSC continued to conduct outreach to the eight federally recognized Indian tribes in New York State to discuss ways to develop and strengthen sustainable relationships to reduce traffic-related injuries and deaths. In FFY 2022, GTSC was asked to participate in developing the Saint Regis Mohawk Tribe and Shinnecock Nation Local Road Safety Plan along with the Federal Highway Administration, NYS Department of Transportation and other partners. GTSC will continue to engage with vulnerable road users such as tribal nations who are interested in undertaking traffic safety initiatives for their communities.
- ❖ To ensure that engagement and educational programs extend throughout all areas of the state and include all segments of the population, GTSC has created several new initiatives that focus on minority communities, rural roadway users and other underserved populations who are overrepresented in crashes. In FFY 2022, GTSC provided opportunities for grantees and partners to participate and provide input on reestablishing or making new connections with those community-based organizations in underserved communities. The GTSC Equity, Diversity and Inclusion Committee continued to meet and established their goal to create opportunities to engage with those most impacted in serious injury and fatal crashes. GTSC continues to engage New York’s diverse communities and to develop a more inclusive strategic highway safety plan.

Impaired Driving

- ❖ At the annual Drug Recognition Expert (DRE) National Conference in Orlando, Florida, in August 2022, New York was recognized for its notable number of DRE evaluations. New York ranked second in the nation with 3,153 completed evaluations in 2021.
- ❖ Six DRE Schools were held in FFY 2022, adding ninety-nine new DREs. This increases the total number of DREs in New York State to 432. In addition, 749 police officers completed the Advanced Roadside Impaired Driving Enforcement (ARIDE) training program.
- ❖ With funding from GTSC, the Institute for Traffic Safety Management and Research (ITSMR) continued to expand and enhance the state’s DRE Data Entry and Management System in FFY 2022. All the state’s 432 DREs have been assigned a tablet and have received training to record and submit their evaluations and toxicology results through the tablet application. The tablet eliminates the need for DREs to write the information on paper and then enter it online at the website. The system also provides real-time information regarding the DRE and impaired programs for the state of New York. In addition, this information reveals what areas of the state have the greatest need for more DREs.
- ❖ To date, GTSC has conducted reviews of 32 of 58 County STOP-DWI programs in New York State. Twenty-three of these reviews covered the County STOP-DWI program years of 2014 to 2016 and nine covered 2014 to 2019.

- ❖ GTSC and other state agencies and partners (NYSP, Division of Criminal Justice Services, Law Enforcement and Prosecutors) have created an oral fluid workgroup. This group will work on creating statewide standards to have a successful oral fluid program in New York. The subgroup has established a final document for guidelines to provide to police agencies regarding when they should take an oral fluid sample at roadside.

Seat Belts

- ❖ Information regarding the new universal seat belt law, effective November 1, 2020, was disseminated to the public through several different avenues. The new requirement was added to the occupant restraint page on the GTSC website, promoted at public outreach events by the Survivor Advocate Speaker's Bureau, during public announcements at sporting events hosted by NYS PHAA, as a component of the Protect Your Melon occupant restraint campaign, and through GTSC social media efforts.
- ❖ GTSC partnered with the 2022 runner-up to the NASCAR Cup Series, NASCAR/ Xfinity driver Ross Chastain, to continue the "Protect Your Melon" occupant protection awareness campaign. During spring and summer 2022, 1,500,000 watermelons with the "Protect Your Melon" seat belt message were distributed to retail outlets across New York State. This campaign features the promotion of seat belt use and was promoted on three different social media platforms to target those high-risk, younger drivers. In-person events with Chastain reached nearly 400 teens with Battle of the Belts activities at Troy, Lansingburgh and Rensselaer High Schools. All schools are located in counties with elevated unrestrained crash data among the teen demographic. B-Roll video of Chastain encouraging seat belt use was created and subsequently embedded in the annual statewide Buckle Up New York press release. Community outreach was also conducted in two sessions with hundreds of participants in the Village of Watkins Glen prior to the NASCAR event at Watkins Glen International racetrack. These events allowed Chastain and law enforcement partners to engage the public and media outlets about the importance of seat belt use. In-person appearances at the racetrack drew over 500 fans. Hero cards highlighting the new universal belt law and other restraint bullet points were distributed at all in-person events.

Child Passenger Safety

- ❖ GTSC approved funding for 112 fitting stations and 107 agencies to conduct car seat check events. These programs resulted in inspections of 11,499 car seats; 85% of these seats were found to be installed incorrectly. GTSC also approved funding for 53 Low-Income Car Seat Education & Distribution programs to help families with economic hardships obtain a free car seat.
- ❖ As in previous years, New York joined the national celebration of Child Passenger Safety Week, September 18-24, 2022. The Albany County Traffic Safety Board continued their annual check event on Seat Check Saturday, which is one of the most heavily attended events in the state. Technicians inspected a total of 61 car seats, of which only two were found to be installed properly. GTSC also distributed a statewide press release to encourage caregivers to get their car seats checked at a local fitting station or check event. Additionally, new Child Passenger Safety materials were developed and distributed throughout the state in support of CPS week.
- ❖ Twenty-four Standardized Child Passenger Safety Technician Training classes, fourteen CEU update classes, seven renewal courses and two Safe Travel for All Children classes were conducted, resulting in the training of over 579 technicians (a 9.6% increase from the previous

fiscal year). Technicians come from a variety of backgrounds including County Sheriff Offices, health departments, non-profits, pupil transportation companies, insurance agencies, Fire/Emergency Medical Services (EMS), local police departments and NYSP. New York State now has 1,924 technicians, including 95 instructors and four instructor candidates.

Motorcycles

- ❖ From May through September 2022, GTSC promoted motorcycle awareness by geotargeting high-risk motorcycle crash locations throughout the state. Individuals who lived in Chemung, Monroe, Suffolk, Nassau, and Bronx Counties were strategically exposed to interactive motorcycle awareness banners while browsing the internet; this resulted in a total of 17,000,076 impressions and 84,949 clicks, which led the individuals back to the GTSC Motorcycle Safety & Awareness webpage.
- ❖ In response to the motorcycle survey conducted in 2019, GTSC worked with the NYS Department of Health to develop an updated public service announcement and new safety-based educational materials. The script for the PSA was completed in FFY 2022. The filming is planned for FFY 2023.
- ❖ In FFY 2022, Motorcycle Enforcement trainings took place in the following high-risk counties: Suffolk, Westchester, Erie and Oneida. A total of 106 law enforcement personnel attended, representing 50 different agencies.
- ❖ NYSP, GTSC and the Colonie Police Department worked to update and enhance the current curriculum.



Commercial Motor Vehicles

- ❖ For FFY 2022, GTSC continued its collaborative effort with the New York State Association of Chiefs of Police (NYSACOP) to provide the updated Commercial Motor Vehicle (CMV) Law Enforcement Awareness Training initially developed in 2014. The updated training was rolled out in FFY 2022 with a pilot class on October 16, 2021, and two subsequent trainings on March 23, 2022, and September 21, 2022.
- ❖ Once again, GTSC participated in the Federal Motor Carrier Safety Administration (FMCSA) sponsored “100 days of summer I-81 CMV safety initiative” by providing outreach and education resources to drivers of CMVs on topics such as watching for low bridges, the Move Over Law, and avoiding the four D’s of driving drunk, drugged, distracted, or drowsy. This was done in concert with NYSP and NYS Department of Transportation (DOT) heavy vehicle inspection details during the weeks of June 20-24, July 11-15, and August 1-5.
- ❖ In FFY 2022, the Trucking Association of NY (TANY) Truck Education & Safety Symposium was hosted live on April 4-6, 2022. The symposium provided the trucking industry with a myriad of information on regulatory updates by FMCSA, NYSDOT, NYSDMV and NYSP. Various presentations by speakers involved in the trucking industry were also provided. As has been the case in previous years, GTSC set up a booth with safety education and outreach materials specifically geared towards the CMV driver such as avoiding drunk, drugged, distracted, and drowsy driving, low bridge strike mitigation, the Move Over law and load securement.

Pedestrians

- ❖ GTSC conducted the state's high-visibility pedestrian safety mobilization, *Operation See! Be Seen!* in June 2022. In October, GTSC participated in NHTSA's sponsored National Pedestrian Safety Month. Participating law enforcement agencies issued pedestrian safety tip cards, warning citations, and tickets for infractions by both pedestrians and drivers. Public service announcements airing during this period focused on pedestrian visibility, crosswalk use and obstructed views.
- ❖ As the current Pedestrian Safety Action Plan has expired, a multi-agency workgroup has been established to guide the development of a successor plan which is still ongoing. This second iteration of New York's PSAP will seek to expand partnerships to include EMS and will identify equity as a core principle and common thread throughout the plan.
- ❖ GTSC has engaged with NYC DOT partners to work together on grant-related Vision Zero activities. GTSC participated in the October 26, 2022, Vision Zero Fleet Safety Forum and will continue to work with its Vision Zero partners for the common goal of reducing serious injury and fatal crashes.

Drowsy Driving

- ❖ The multi-agency NYS Partnership Against Drowsy Driving (NYSPADD) continued its public awareness efforts to promote the message that drowsy driving is as dangerous as other types of impaired driving. Through a partnership with SADD and NYSPADD, GTSC conducted the fourth Stay Awake! Stay Alive! PSA challenge to coincide with Sleep Awareness Week in March. Targeting high-risk younger drivers at twelve State University and City University of New York campuses, challenge participants created 25-second videos that featured peer-to-peer engagement on the dangers of drowsy/fatigued driving. Hosting multiple virtual sessions for the student body has also been highly effective in educating and engaging students as they enlist their participation in this challenge on campus. The three winning PSAs and New York's younger driver outreach program were highlighted on the national SADD website as well as other partner social media outlets including NYS Department of Motor Vehicle issuing offices and NYS Thruway Stops across the state.

Media and Outreach

- ❖ GTSC continued to air PSAs throughout 2022 via cable and network television as well as radio. In 2022 they expanded their PSA reach to include television streaming sites. Traffic safety messaging covered several topics including impaired driving, distracted driving, speeding, motorcycle safety and pedestrian safety. For FFY 2022 GTSC had an estimated 235,000 PSA spots run on cable channels, and 105,043 spots run on broadcast television and radio. This resulted in a combined number of 340,043 television and radio PSAs running across New York.
- ❖ GTSC continued to air a diverse mix of PSAs in FFY 2022. These spots focused on distracted driving ("What Kind of Driver Are You Raising?" <https://vimeo.com/390997281>), teen driver safety ("Go it Alone" <https://vimeo.com/582140156>), pedestrian safety ("See! Be Seen!" <https://vimeo.com/391071464>) and seat belt use ("What's Your Excuse?" <https://vimeo.com/582125379>). In addition, NHTSA released several new PSAs this year which focused on cannabis/drugged driving, seat belt use and speeding. These PSAs were "retagged" by NHTSA with the GTSC logo and web address for their use. These commercials have been sent

to the NYS Broadcasters Association and the Cable Telecommunications Association of NY for distribution across the State.

- ❖ GTSC continued its partnership with the Outdoor Advertising Foundation of New York to display its traffic safety messages on over 500 digital and traditional billboards in high-traffic areas throughout New York State.
- ❖ Development of a statewide speed awareness message was completed. The “SLOW DOWN NY” brand now appears on all creative assets developed by GTSC and displayed statewide and on social media. New Yorkers are reminded to “Drive Safe, Not Fast.”
- ❖ Through a partnership with the NYS Department of Motor Vehicles Communications Office, GTSC’s social media messaging reached approximately 1.1 million New Yorkers and created 25,000 engagements. An engagement refers to each time a person engaged with a post through reactions, comments, shares or clicks.
- ❖ ITSMR maintained and enhanced the online Traffic Safety Statistical Repository (TSSR), a data repository that provides access to New York’s motor vehicle crash data, traffic ticket data and related demographic data to the public via the internet (www.itsmr.org/TSSR). In FFY 2022, SAS Dataflux software was reconfigured to operate locally instead of remotely so monthly jobs can run faster and more efficiently. Software licenses, back-up and firewall software, and security certificates were renewed and updated. The TSSR was expanded to include new report tabs on drivers ticketed for aggravated unlicensed operation of a motor vehicle in the second degree. These tabs were added to Statewide Impairment Tickets and County Impairment Tickets. To assist users, training literature and presentations were developed. The repository now includes final crash and ticket data for 2012-2021 and preliminary crash and ticket data for 2022.
- ❖ In consultation with GTSC, ITSMR conducted the third biennial Automated Traffic Enforcement Survey, required by the FAST Act. Nine jurisdictions in New York State are currently authorized to install automated traffic enforcement systems. The survey results documented that the state has complied with federal guidelines in the areas of transparency, accountability and safety attributes.

EVIDENCE-BASED TRAFFIC SAFETY ENFORCEMENT PROGRAM (TSEP)

Approach

A significant portion of New York's highway safety grant funding is awarded to law enforcement agencies each year to support sustained enforcement of traffic safety laws in the state. To ensure that enforcement resources are used efficiently and effectively to support the goals of the state's highway safety program, New York has designed an enforcement plan for the state that incorporates data-driven problem identification, deployment of resources based on these analyses and continuous monitoring and adjustment of the plan as warranted.

New York's evidence-based TSEP includes the enforcement efforts that are planned in all program areas in the state's Highway Safety Strategic Plan (HSSP), especially Police Traffic Services (PTS).

Components of New York's Evidence-Based Traffic Safety Enforcement Program (TSEP)

Data-Driven Problem Identification

The statewide data-driven problem identification process focuses on the analysis of crashes, fatalities and injuries to determine **what** is occurring, **where**, **when**, **why** and **how** it is occurring and **who** is involved. Problem identification is conducted on a statewide basis and for each program area and is used to determine which traffic safety issues are to be addressed by GTSC's grant programs in the upcoming fiscal year. The analysis identifies groups of drivers who are overrepresented in crashes, as well as the locations and times that crashes are occurring, to guide the development of New York's enforcement plan. Key results summarizing the problems identified are presented in the statewide and individual program area sections of the HSSP.

All local enforcement agencies applying for grant funding must also use a data-driven approach to identify the enforcement issues in their jurisdictions. The Traffic Safety Statistical Repository (TSSR) developed by the Institute for Traffic Safety Management and Research (ITSMR) is available to assist agencies in conducting problem identification at the local level. The TSSR can be accessed through ITSMR's website at <https://www.itsmr.org/tssr>. Users of the TSSR have direct online access to New York's motor vehicle crash data from the state's Accident Information System (AIS) for 2012-2021, as well as preliminary data for 2022. The site includes reports on motor vehicle crashes statewide and by individual counties; some data by municipalities within counties are also available. Statewide and county reports with ticket data for 2012-2021 are also available through the TSSR to further support data-driven programs at the local and state levels. Data documenting the local highway safety issues identified must be included in the funding application submitted to GTSC along with the strategies that will be implemented to address the problems.

To ensure that New York's traffic safety enforcement grant funds are deployed based on data-driven problem identification, GTSC identifies the statewide geographic and demographic areas of concern through analyses of crash data. GTSC then identifies police agencies with traffic enforcement jurisdiction in the most problematic areas and, through its Highway Safety Program Representatives and Law Enforcement Liaisons (LELs), conducts outreach to encourage agencies to apply for grant funds. Using the state's priority areas as the framework, GTSC's PTS grant program is the primary funding effort to direct traffic enforcement grant funds to New York's local police agencies. Highway Safety (HS-1) grants are awarded to larger police agencies such as the New York State Police (NYSP), the New York City Police Department (NYPD) and major county police agencies. All enforcement efforts receiving grant funding

under the PTS or any other program areas are planned, implemented and monitored in accordance with the state's TSEP.

Local police agencies seeking grant funding for an amount less than \$50,000 are eligible to apply for a PTS grant. The PTS grant application form guides agencies through the process of using local crash and ticket data to identify problem areas specific to their communities. Police agencies are required to correlate crash-causing traffic violations or driver behaviors with specific times and locations in their jurisdictions so that officer resources are allocated to details directly related to the identified problems. To support local agencies applying for grant funding, ITSMR compiles agency-specific spreadsheets with crash and ticket data for the most recent five years of final data, as well as preliminary data for the most recent year. Based on these analyses, PTS grant applicants complete a data-driven Work Plan, which presents their proposed countermeasures and enforcement strategies.

Implementation of Evidence-Based Strategies

To ensure that enforcement resources are deployed effectively, police agencies are directed to implement evidence-based strategies through their Highway Safety grant application or the more focused PTS grant application. The PTS application narrative outlines New York's broad approach to address key problem enforcement areas and guides the local jurisdictions to examine local data and develop appropriate countermeasures for their own problem areas. High-visibility enforcement and engagement is a primary example of a proven strategy, and broad participation in national seat belt and impaired driving mobilizations is required. Other examples of proven strategies include those that use data to identify high crash locations and targeted enforcement focusing on specific violations, such as texting, aggressive driving and speeding, or at specific times of day when more violations occur, such as nighttime impaired driving road checks and seat belt enforcement. By implementing strategies that research has shown to be effective, more efficient use is made of the available resources and the success of enforcement efforts is enhanced.

During the grant review process, GTSC scores applications based on the data and problem identification process, the strength of the work plan, the past performance of the agency, and crash and ticket trends in the jurisdiction.

Monitoring and Adjusting the TSEP

Continuous oversight and monitoring of the enforcement efforts that are implemented is another important element of New York's TSEP. Enforcement agencies' deployment strategies are routinely evaluated and adjusted to accommodate shifts and changes in their local highway safety problems. Several methods are used to follow up on programs funded by GTSC: (1) progress report and activity level review, (2) onsite project monitoring, and (3) law enforcement subgrantee formal training programs and direct technical assistance.

Once a grant is awarded, GTSC Program Representatives, accompanied by LELs if requested, conduct on-site monitoring visits to review the grant activities and discuss with grantees the impact the enforcement activities may be having in their jurisdictions. During monitoring contacts, Program Representatives also reinforce the message that enforcement resources should be deployed to areas at times when problems are known to occur.

Grantees are required to submit semi-annual and final progress reports that include narratives describing grant activities and data on crashes and tickets issued during the reporting period. GTSC reviews these reports to assess the progress resulting from the agency's data-driven enforcement

activities. This information is used to adjust the agency's operational plans for subsequent mobilizations and other high-visibility enforcement and engagement activities and to determine the agency's eligibility for future awards.

FFY 2022 TSEP Projects and Activities

Evidence-based enforcement and engagement activities are included under several of the program areas in the state's HSSP. Descriptions of these activities are provided below. Selected projects conducted in FFY 2022 are highlighted under the appropriate program areas in this Annual Report.

Police Traffic Services

GTSC provides resources for law enforcement agencies to address traffic safety issues in their respective jurisdictions. The agencies conduct analyses of crash data to identify where and when crashes are occurring and the contributing factors to those crashes. The results of the analyses are used to design and implement enforcement and engagement programs that will be effective in reducing the frequency and severity of crashes in the targeted areas. A variety of enforcement strategies are used including stationary checkpoints, dedicated patrols, multi-agency saturation patrols, low-visibility (low profile) patrol cars for better detection and apprehension, police spotters in conjunction with dedicated patrol units at identified problem locations, and high-visibility patrol cars for prevention and deterrence.

PTS grants are used to fund projects under \$50,000; projects over that threshold are funded with HS-1 grants.

Police Traffic Services (PTS) Grants

Every police agency receiving a PTS grant is required to participate in the national Seat Belt Enforcement and Engagement Mobilization conducted in May each year. In addition, agencies are required to report on the numbers of tickets written for Speeding, Aggressive Driving, and Cell Phone Use/Texting violations. (See the PTS Program Area for additional information and examples of the projects conducted by local agencies receiving PTS grants.)

Highway Safety (HS-1) Grants for Large Police Agencies

The police agencies applying for HS-1 grants must also meet the requirements of the state's evidence-based TSEP. These agencies are also required to participate in the national seat belt mobilization and to report on the numbers of tickets issued for Speeding, Aggressive Driving and Cell Phone Use/Texting violations. In FFY 2022, HS-1 grants were awarded to the NYSP, the NYPD, the Nassau County Police Department and the Suffolk County Police Department.

Statewide and New York City High-Visibility Focused Enforcement and Engagement Campaigns

Statewide and New York City high-visibility enforcement and engagement campaigns that focus on a single traffic safety issue or unsafe driving behavior are supported under this project. These include enforcement and engagement campaigns undertaken by the NYSP that focus on dangerous behaviors that are prevalent statewide, such as speeding or distracted driving, as well as enforcement and engagement campaigns implemented by the NYPD to address specific high-priority issues that affect the five boroughs of New York City, such as pedestrian and bicyclist safety enforcement. To ensure that resources are used efficiently, these campaigns also incorporate evidence-based strategies that are deployed based on a data-driven problem identification process.

New York State Police Speed Enforcement and Engagement Programs

The NYSP receives grant funding to conduct data-driven targeted speed enforcement and engagement details throughout the state; 3,321 details were conducted in FFY 2022, up from 3,040 in FFY 2021. High-Visibility Enforcement (HVE) speed enforcement and engagement details continued to be conducted on a routine basis. The special targeted speed high-visibility enforcement and engagement campaigns conducted by the NYSP in FFY 2022 included the “No Empty Chair” campaign, Speed Awareness weeks in June and August and Operation Work Brake, which is conducted on the New York State Thruway to increase work zone safety. Local agencies were encouraged to participate in these HVE campaigns.

New York State Police Distracted Driving Program

The NYSP also receives grant funding to conduct targeted enforcement and engagement details focusing on distracted driving, in particular cell phone use and texting. The grant funds to support overtime are distributed evenly among the Troops. Each Troop participates in special HVE and engagement campaigns, such as the Operation Hang Up details. In FFY 2022, Operation Hang Up was conducted in October and April to coincide with the National U Drive, U Text, U Pay campaign.

Tickets Issued by Agencies Receiving Grant Funding in FFY 2022

The table below presents the ticket data reported by the police agencies that received PTS or HS-1 grants from GTSC in FFY 2022 to conduct enforcement activities. Collectively, these enforcement agencies reported issuing 111,721 tickets during grant-funded activities. The local enforcement agencies receiving PTS grants issued 24,347 of these tickets.

Of the selected traffic violations that agencies receiving grants were encouraged to emphasize, 47,869 (43%) of the tickets issued during grant-funded activities were written for speeding violations; 62% of the tickets written during these activities were issued by the NYSP. Grantees also reported that 5,136 tickets were issued for aggressive driving and 10,079 for cell phone/texting violations during grant-funded activities in FFY 2022. A total of 13,851 tickets were issued for seat belt and child restraint violations.

TICKETS ISSUED DURING GRANT FUNDED ACTIVITIES

	Speeding	Aggressive Driving	Cell Phone/ Texting	Seat Belt/Child Restraint	Other Tickets	TOTAL TICKETS
PTS Local Agency Grantees	7,291	3,398	2,840	2,751	8,067	24,347
NYS Parks & Recreation				420	197	617
Nassau Co. PD	134	1,149	146	271	3,633	5,333
Suffolk Co. PD	252	528	278	527	2,023	3,608
NYPD	3,557	61	19	4,862	344	8,843
NYSP	36,635		6,796	5,020	20,522	68,973
TOTAL TICKETS	47,869	5,136	10,079	13,851	34,786	111,721

Source: Grantee FFY 2022 Final Reports submitted to GTSC

Impaired Driving

Impaired Driving Enforcement Grants for Local Police Agencies

To supplement the funding available to police agencies from county STOP-DWI programs, GTSC provides grant funding to support the development and implementation of innovative impaired driving enforcement strategies by local agencies including publicized enforcement programs such as regional saturation patrols, sobriety checkpoints, roving patrols and sting operations. GTSC also provides support and coordination for local agency participation in the national impaired driving enforcement and engagement mobilizations and holiday high-visibility enforcement and engagement campaigns. In FFY 2022, local police agencies participated in eight holiday campaigns, including the national DWI mobilizations conducted during the holiday season (12/17/21-1/1/22) and Labor Day (8/19/22-9/5/22). A total of 421 arrests for DWI/DWAI and 38 arrests for DWAI-Drugs were made.

Statewide High-Visibility Focused Enforcement and Engagement Campaigns

Statewide high-visibility impaired driving enforcement and engagement campaigns, such as those undertaken by the NYSP, are supported under this strategy. Each State Police Troop is required to develop a data-driven action plan focusing on the impaired driving issues, high-risk drivers and locations identified in their Troop areas. In addition to participation in the national mobilizations and other holiday impaired driving campaigns throughout the year, the NYSP use dedicated DWI patrols, sobriety checkpoints and other evidence-based enforcement strategies to implement their action plans. During FFY 2022, the NYSP made a total of 11,027 DWI/DWAI-Drugs arrests.

(See the Impaired Driving program area for more information on the impaired driving enforcement strategies and activities conducted by the NYSP.)

Media Support for National Impaired Driving Enforcement and Engagement Mobilizations

The National Impaired Driving Enforcement and Engagement Mobilizations are publicized through press events held in various locations around the state; members of law enforcement and STOP-DWI coordinators join GTSC in publicizing these campaigns against impaired driving.

Occupant Protection

Participation in the National Click It or Ticket Mobilization

GTSC continues to promote participation in the national seat belt enforcement mobilization conducted in May each year by requiring the participation of all police agencies that receive GTSC funding. All other law enforcement agencies in the state are also encouraged to participate in the national mobilization.

State Police Buckle Up New York (BUNY) Program

The NYSP implemented a number of BUNY initiatives throughout the year using both fixed and roving occupant protection enforcement details. These included the NYSP monthly enforcement details, the BUNY Summer Initiative and the BUNY in the Parks initiative.

Combined Enforcement

Another enforcement countermeasure that has been shown to be effective is combining seat belt enforcement with enforcement of other traffic violations. As indicated by the data, occupants are less likely to be restrained in crashes that involve high-risk behaviors such as speeding and impaired driving.

These combined efforts provide more opportunities to increase the perception of the risk of receiving a seat belt ticket and can increase the overall productivity of enforcement efforts.

Public Information and Education (PI&E) Support for Enforcement Efforts

GTSC continues to support communications, outreach and other PI&E efforts to publicize high-visibility enforcement and engagement mobilizations including those that are directed at the general population in the state and those that target specific groups such as young drivers who have been identified as high-risk, low-compliance segments of the population.

Motorcycle Safety

Enforcement Efforts to Improve Motorcycle Safety

Data-driven enforcement efforts that focus specifically on unsafe riding behaviors by motorcyclists and violations of safety equipment rules are funded under this project.

Pedestrian Safety

Enforcement Efforts to Improve Pedestrian Safety

Jurisdictions identified as having high numbers of pedestrian crashes, injuries and fatalities are eligible for funding to conduct high-visibility pedestrian safety enforcement, engagement and education campaigns. Using a data-driven approach, awareness and enforcement efforts that focus on traffic violations by both pedestrians and motorists are conducted at locations identified by the jurisdiction as having high volumes of pedestrian traffic and a high risk for pedestrian and motor vehicle crashes.

High-Visibility Enforcement

National Impaired Driving Mobilizations

In FFY 2022, the New York State Police and local police agencies across the state participated in the national impaired driving enforcement and engagement mobilizations during the Holiday Season (December 17, 2021-January 1, 2022) and Labor Day period (August 19-September 5, 2022). In addition to the national mobilizations, statewide impaired driving campaigns were conducted to coincide with other holidays and events throughout the year: Halloween, Thanksgiving, Super Bowl, St. Patrick's Day, Memorial Day, and Fourth of July.

New York's high-visibility enforcement and engagement campaigns are cooperative efforts involving the State Police, County Sheriffs and local police agencies. The NYS STOP-DWI Foundation encourages county STOP-DWI programs across the state to develop and conduct coordinated county-based high-

visibility enforcement and engagement efforts during the campaigns. In FFY 2022, the enforcement and engagement activities conducted during the national mobilizations and other campaigns consisted primarily of multi-agency saturation patrols and sobriety checkpoints. On the county level, each grant-funded enforcement detail was required to include a certified Drug Recognition Expert (DRE). The State Police also incorporated DREs into the details conducted by their troops.



In FFY 2022, New York’s “Drive Sober or Get Pulled Over” initiative incorporated the slogan “Have a Plan” into the publicity campaign. Publicity was generated through press releases and other earned media, as well as through the airing of TV and radio spots promoting the national message. In addition, New York’s STOP-DWI continued to raise public awareness through publicizing its “Have a Plan” mobile app and social media campaigns. (See the Impaired Driving Program Area for additional information.) County STOP-DWI programs also generated publicity for the high-visibility enforcement and engagement campaigns at the local level.

National Holiday Season Impaired Driving Mobilization (12/17/2021 - 1/1/2022)

Results from grant-funded activities:

A total of 90 local police agencies from 31 counties participated in the National Holiday Season Mobilization resulting in 29 DWI/DWAI arrests, 27 other arrests and 773 VTL tickets.

During the National Holiday Season Mobilization, the NYSP conducted 22 sobriety checkpoints and 116 dedicated DWI patrols resulting in 58 DWI/DWAI-Drugs arrests. Also during this period, fifteen Underage Drinking Identification (UDI) details were conducted. Of the 224 bars and retail establishments that were checked, 28 were found to be out of compliance.

In total, 92 DWI and DWAI-Drugs arrests were made during the National Holiday Season Campaign.

National Labor Day Impaired Driving Mobilization (8/19/2022-9/5/2022)

Results from grant-funded activities:

A total of 128 local police agencies from 38 counties participated in the Labor Day Campaign resulting in 124 DWI/DWAI arrests, seven DWAI-Drug only arrests, 196 other arrests and 2,037 VTL summonses.

The State Police conducted 28 sobriety checkpoints and 161 dedicated patrols resulting in 83 DWI/DWAI-Drugs arrests. Sixteen UDI details were conducted on 158 bars and retail locations; 32 were found to be out of compliance.

In total, 207 DWI and DWAI-Drugs arrests were made during the National Labor Day Campaign.

National and State Seat Belt Campaigns

New York participated in the National Click It or Ticket high-visibility seat belt enforcement and engagement campaign held in May/June 2022. Between June 6 and July 5, 2022, the NYSP partnered with the New York State Park Police for a statewide “BUNY in the Parks” occupant restraint initiative.



Other High-Visibility Enforcement and Engagement Campaigns

In addition to the national mobilizations, New York conducts several other special high-visibility enforcement and engagement campaigns to address various traffic safety issues. In FFY 2022, “Operation Hang Up” was implemented in October and April to coincide with the National U Drive, U Text, U Pay campaign. Law enforcement agencies in the 20 jurisdictions identified as focus communities

in New York's Pedestrian Safety Action Plan (PSAP) who receive PTS grants were encouraged to participate in the state's "Operation See! Be Seen!" high-visibility pedestrian enforcement and engagement campaign, conducted in October 2021 and again in June 2022. More information on these campaigns is included under the specific program areas.

FFY 2022 PERFORMANCE REPORT

Description of State Assessment Process

The goals of New York's statewide highway safety program are to prevent motor vehicle crashes, save lives and reduce the severity of injuries suffered in crashes occurring on the state's roadways. The Governor's Traffic Safety Committee (GTSC) provides leadership and support for the attainment of these goals through its administration of the federal highway safety grant funding awarded to New York by the National Highway Traffic Safety Administration (NHTSA).

The performance measures and performance targets established in New York's FFY 2022 Highway Safety Strategic Plan (HSSP) and used to track the state's progress are described below.

Core Performance Measures

New York's FFY 2022 HSSP incorporated the eleven core outcome measures and the one core behavioral measure, observed seat belt use, recommended by NHTSA to assess performance and measure the progress of the highway safety program. Ten of the eleven recommended outcome measures relate to fatalities; the source for these measures is the Fatality Analysis Reporting System (FARS). The remaining outcome measure is serious injuries; the source for this measure is New York's Accident Information System (AIS) maintained by the NYS Department of Motor Vehicles (DMV).

The source for the one behavioral measure, observed seat belt use, is the state's annual seat belt observation survey. The survey is conducted using a research design developed in accordance with uniform criteria established by NHTSA. This report includes the statewide seat belt use rate derived from the 2022 seat belt observation survey.

Other Performance Measures

In addition to the core measures NHTSA identified, New York uses other performance measures to track progress in specific program areas. One of these performance measures, fatal and personal injury crashes involving cell phone use or texting, is included under the Police Traffic Services program area to track distracted driving. Another performance measure, fatalities in drug-related crashes, is used to track the involvement of drugged driving in crashes. Injury performance measures are also tracked, including injuries in alcohol-related crashes and injured motorcyclists, bicyclists and pedestrians. The source for all these additional measures is New York's AIS crash file.

Process for Setting Performance Targets

Performance targets were set for each of the core performance measures and for the additional measures selected by New York that were included in the FFY 2022 HSSP. New York's methodology for setting its FFY 2022 targets used a two-step process. The first step in the process involved a linear trend model. Adhering to the method recommended by the Federal Highway Administration (FHWA) and used by the NYS Department of Transportation (NYSDOT) in setting its targets, linear trend analysis was conducted using the FORECAST function in Excel. In the model, the five-year moving average was used as the data point for each year included in the linear trend analysis. The second step in the process involved discussing the target for the 2018-2022 average estimated by this forecasting method with the state's key stakeholders. Based on their experience and knowledge of current traffic safety-related activities and programs and those that will be conducted over the next few years, the key stakeholders adjusted each of the forecasted targets, where warranted, based on what they thought was reasonable.

Method for Assessing Progress

In 2022 the FARS Annual Report File (ARF) for State data for the previous year was not available before the States' deadline for completing the Annual Report. Finalized 2021 crash data from New York's AIS database, then, were the most recent crash data available to assess progress toward the targets set in the FFY 2022 HSSP. The most recent data for assessing progress toward New York's seat belt use rate target is the survey conducted in 2022.

For those core performance measures for which 2021 FARS data were not available, the method for assessing progress was as follows:

1. In place of FARS 5-year moving averages, AIS 5-year moving averages were calculated.
2. In place of the FARS 1% reduction targets that were set in the FFY 2022 HSSP, AIS 1% reduction targets for 2018-2022 were calculated and used as substitute targets.
3. Based on the actual five-year AIS average for 2017-2021, a determination was made as to whether the substitute 2018-2022 AIS target for each measure was **met, in progress** or **not met**. If the 2017-2021 average met or exceeded the target for 2018-2022, then the target was considered likely to be "**met**". If the 2017-2021 average showed improvement or progress toward the target for 2018-2022, the target was considered to be "**in progress**". If the 2017-2021 average was part of a fluctuating pattern or a continuation of a negative trend away from the target for 2018-2022 AND the gap appeared to be too large to be bridged by the target date, the determination was made that the target was likely to be "**not met**".

For those measures that were based on AIS data, the method for assessing progress was the same as in recent years: Based on the actual five-year average for 2017-2021, a determination was made as to whether the average forecasted for the 2018-2022 target for each measure was **met, in progress** or **not met**. If the 2017-2021 average met or exceeded the target forecasted for the 2018-2022 average, then the target was considered likely to be "**met**". If the 2017-2021 average showed improvement or progress toward the target forecasted for the 2018-2022 average, the target was considered to be "**in progress**". If the 2017-2021 average was part of a fluctuating pattern or a continuation of a negative trend away from the target set for 2018-2022 AND the gap appeared to be too large to be bridged by the target date, the determination was made that the target was likely to be "**not met**".

For any targets that are "**not met**", adjustments will be made in the next HSSP to address the traffic safety issues requiring more attention. The expanded efforts that will be undertaken are described in the Assessment of Progress section under the appropriate program areas.

The results from the assessment of progress for each of these measures are presented in the table below. In addition to assessing progress toward the 2022 targets, the availability of 2021 AIS crash data makes it possible to estimate the final results for the targets set in the FFY 2021 HSSP, also included in the table below. AIS 2% reduction targets for 2017-2021 were created as substitute targets for the FARS 2% reduction targets that were set in the FFY 2021 HSSP, and results were determined based on finalized 2021 AIS crash data.

Assessment of Results in Achieving Performance Targets for FY22 and FY21									
Performance Measure	FY 2022					FY 2021			
	Target Period	Target Year(s)	Target Value FY22 HSP FARS/ (STATE substitute)	Data Source* / FY22 Progress Results	On Track to Meet FY22 Target Y/N ** (in-progress)	Target Year(s)	Target Value FY21 HSP FARS/ (STATE substitute)	Data Source/ FY21 Final Result	Met FY21 Target Y/N
C-1) Total Traffic Fatalities	5 year	2018-2022	1,005.4/ 993.8	2017 – 2021 STATE / 1,006.4	N	2017-2021	1,012.7/ 1,001.0	2017 – 2021 STATE / 1,006.4	N
C-2) Serious Injuries in Traffic Crashes	5 year	2018-2022	11,173.9	2017 – 2021 STATE / 11,145.6	Y	2017-2021	10,896.8	2017 – 2021 STATE / 11,145.6	N
C-3) Fatalities/VMT	5 year	2018-2022	0.818/ 0.808	2017 – 2021 STATE / 0.862	N	2017-2021	0.824/ 0.815	2017 – 2021 STATE / 0.862	N
For each of the Performance Measures C-4 through C-11, the State should indicate the Target Period which they used in the FY22 HSP.									
C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	5 year	2018-2022	159.0/ 190.1	2017 – 2021 STATE / 194.0	N	2017-2021	157.6/ 192.1	2017 – 2021 STATE / 194.0	N
C-5) Alcohol-Impaired Driving Fatalities	5 year	2018-2022	294.4/ 273.8	2017 – 2021 STATE / 270.4	Y	2017-2021	297.5/ 279.1	2017 – 2021 STATE / 270.4	Y
C-6) Speeding-Related Fatalities	5 year	2018-2022	300.0/ 289.5	2017 – 2021 STATE / 318.6	N	2017-2021	307.1/ 296.4	2017 – 2021 STATE / 318.6	N
C-7) Motorcyclist Fatalities	5 year	2018-2022	144.9/ 141.6	2017 – 2021 STATE / 162.2	N	2017-2021	145.2/ 142.9	2017 – 2021 STATE / 162.2	N
C-8) Unhelmeted Motorcyclist Fatalities	5 year	2018-2022	10.1/ 8.7	2017 – 2021 STATE / 12.4	N	2017-2021	11.6/ 9.2	2017 – 2021 STATE / 12.4	N
C-9) Drivers Age 20 or Younger Involved in Fatal Crashes	5 year	2018-2022	93.9/ 92.1	2017 – 2021 STATE / 94.0	N	2017-2021	95.6/ 92.9	2017 – 2021 STATE / 94.0	N
C-10) Pedestrian Fatalities	5 year	2018-2022	277.2/ 287.3	2017 – 2021 STATE / 271.0	Y	2017-2021	272.4/ 280.9	2017 – 2021 STATE / 271.0	Y
C-11) Bicyclist Fatalities	5 year	2018-2022	39.0/ 39.8	2017 – 2021 STATE / 45.4	N	2017-2021	38.4/ 39.0	2017 – 2021 STATE / 45.4	N
B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	Annual	2022	95.16%	2022 State survey / 91.90%	N	2021	94.95%	2021 State survey / 93.24%	N
Persons Injured in Alcohol-Related Crashes	5 year	2018-2022	5,409.0	2017 – 2021 STATE / 5,026.8	Y	2017-2021	5,456.8	2017 – 2021 STATE / 5,026.8	Y
Fatalities in Drug-Related Crashes	5 year	2018-2022	264.9	2017 – 2021 STATE / 300.2	N	2017-2021	248.5	2017 – 2021 STATE / 300.2	N
Fatal & PI Crashes Involving Cell Phone Use or Texting	5 year	2018-2022	487.1	2017 – 2021 STATE / 481.6	Y	2017-2021	469.4	2017 – 2021 STATE / 481.6	N

Motorcyclists Injured in Crashes	5 year	2018-2022	4,002.8	2017-2021 STATE / 3,837.6	Y	2017-2021	4,059.7	2017-2021 STATE / 3,837.6	Y
# of Fatal & PI Crashes Involving a Motorcycle and Another Vehicle in High-Risk Counties	5 year	2018-2022	1,279.9	2017-2021 STATE / 1,312.0	N	2017-2021	1,234.1	2017-2021 STATE / 1,312.0	N
Pedestrians Injured in Crashes	5 year	2018-2022	14,990.0	2017 – 2021 STATE / 14,018.2	Y	2017-2021	14,702.5	2017 – 2021 STATE / 14,018.2	Y
Bicyclists Injured in Crashes	5 year	2018-2022	5,740.2	2017 – 2021 STATE / 6,118.8	N	2017-2021	5,642.3	2017 – 2021 STATE / 6,118.8	N
Mean # of days from crash date to date crash report is entered into AIS	Annual	2022	16.95	2022 STATE / 9.99	Y	2021	9.40	2021 STATE / 17.12	N
Percentage of crash records in AIS with no errors in the data element of Lat/Long Coordinates	Annual	2022	91.99%	2022 STATE / 94.05%	Y	2021	78.08%	2021 STATE / 91.08%	Y
Percentage of crash records in AIS with no missing data in the data element of Roadway Type	Annual	2022	97.71%	2022 STATE / 95.81%	N	2021	97.80%	2021 STATE / 96.74%	N
Mean # of days from citation date to date citation is entered into TSLED database	Annual	2022	8.21	2022 STATE / 10.18	N	2021	7.22	2021 STATE / 8.29	N
Mean # of days from date of charge disposition to date charge disposition is entered into TSLED database	Annual	2022	39.63	2022 STATE / 26.38	Y	2021	21.42	2021 STATE / 40.03	N
Mean # of days from citation date to date citation is entered into AA database	Annual	2022	13.94	2022 STATE / 9.10	Y	2021	8.57	2021 STATE / 14.08	N

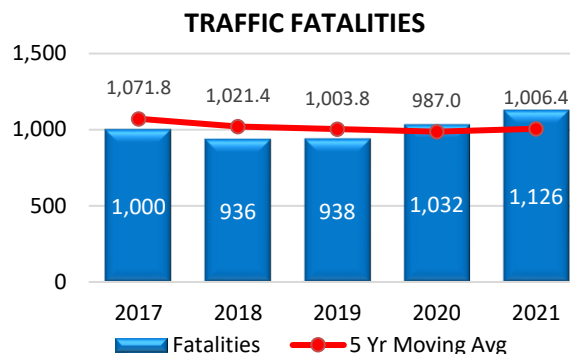
Performance Measure: C-1 Number of Traffic Fatalities (State Data)

Progress: Not Met

Performance Report

New York's AIS data indicate that traffic fatalities in New York increased to a five-year moving average of 1,006.4 in 2021, following annual increases in 2020 and 2021. The 2021 average number shows that the AIS reduction target of 1,001.0 estimated for 2021 was not met; nor is the target of 993.8 for 2022 likely to be met.

Descriptions of how New York will adjust its upcoming HSSP to better meet the performance targets set for several measures comprising this overall fatality measure are included in the Performance Assessment sections under the relevant program areas.



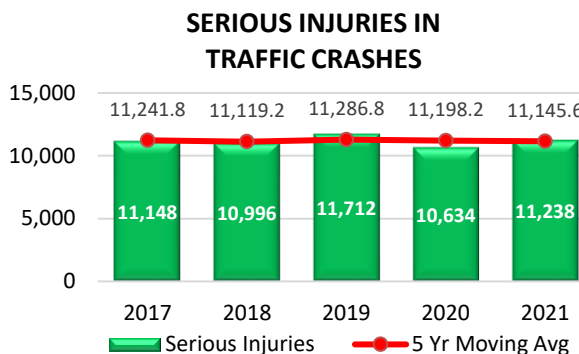
Source: NYS AIS / TSSR

Performance Measure: C-2 Number of Serious Injuries in Traffic Crashes (State Data)

Progress: Met

Performance Report

Based on data from New York's AIS, the five-year average numbers of persons seriously injured in crashes fluctuated between 2017 and 2021, declining overall to 11,145.6 in 2021 but failing to meet the target of 10,896.8 set for 2021. The target of 11,173.9 set for 2022, however, has already been met and exceeded.



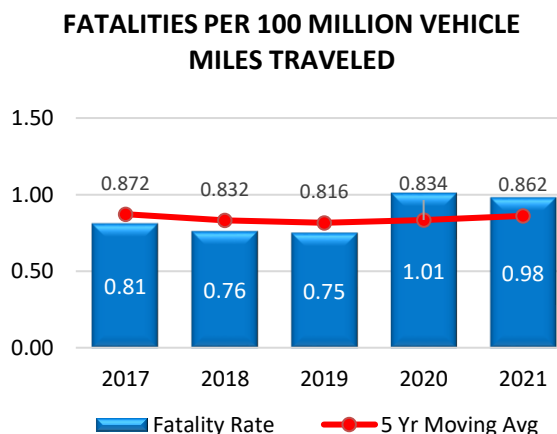
Source: NYS AIS / TSSR

Performance Measure: C-3 Fatalities/VMT (State Data, State DOT)

Progress: Not Met

Performance Report

Based on AIS data, the statewide fatality rate increased from a five-year rolling average of 0.816 per 100 million VMT in 2019 to 0.834 in 2020 and 0.862 in 2021. These increases show that the target of 0.815 estimated for 2021 was not met, nor is the target of 0.808 estimated for 2022 likely to be met.



Source: NYS AIS, DOT / TSSR

Performance Measure: C-4 Number of Unrestrained Passenger Vehicle Occupant Traffic Fatalities (State Data)

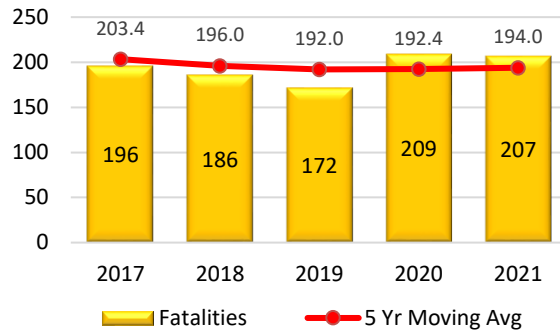
Progress: Not Met

Performance Report

The five-year average number of unrestrained passenger vehicle occupants killed in crashes rose from 192.0 in 2019 to 192.4 in 2020 and 194.0 in 2021, missing the target of 192.1 estimated for 2021 and making it unlikely that the target of 190.1 estimated for 2022 will be reached.

A description of how New York will adjust its upcoming HSSP to better meet the performance target set for this measure is included in the Performance Assessment section under the Occupant Protection program area.

UNRESTRAINED PASSENGER VEHICLE OCCUPANT TRAFFIC FATALITIES

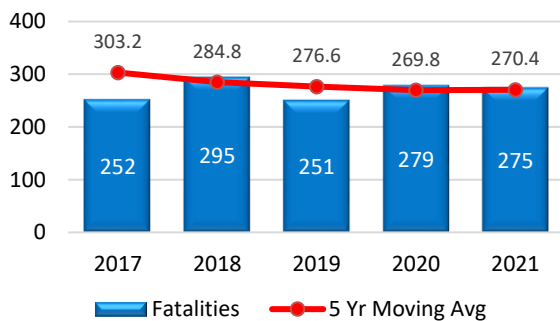


Source: NYS AIS / TSSR

Performance Measure: C-5 Number of Alcohol-Impaired Driving Fatalities (State Data)

Progress: Met

ALCOHOL-IMPAIRED DRIVING FATALITIES



Source: NYS AIS / TSSR

Performance Report

Based on the most recent AIS data, alcohol-impaired driving fatalities increased slightly from a five-year moving average of 269.8 in 2020 to an average of 270.4 in 2021. This average surpassed the target of 279.1 estimated for 2017-2021 as well as the target of 273.8 estimated for 2018-2022.

Performance Measure: C-6 Number of Speeding-Related Fatalities (State Data)

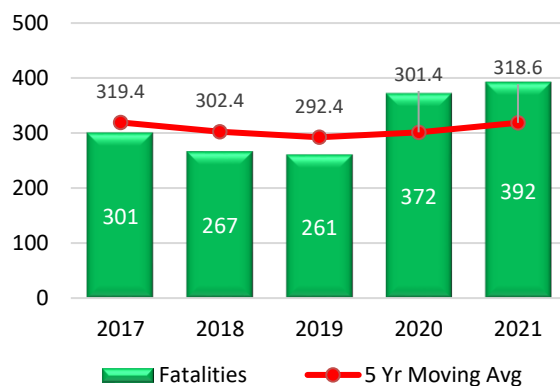
Progress: Not Met

Performance Report

The five-year average for speeding-related fatalities increased in both 2020 and 2021. The 2021 average of 318.6 fell far short of the target of 296.4 estimated for 2021 and indicates that the target of 289.5 estimated for 2022 is also unlikely to be met.

A description of how New York will adjust its upcoming HSSP to better meet the performance target set for this measure is included in the

SPEEDING-RELATED FATALITIES



Source: NYS AIS / TSSR

Performance Assessment section under the Police Traffic Services program area.

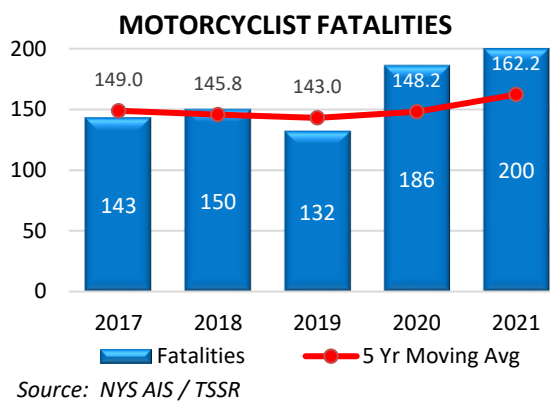
Performance Measure: C-7 Number of Motorcyclist Fatalities (State Data)

Progress: Not Met

Performance Report

After declining for several years, the five-year moving average for motorcyclist fatalities increased to 148.2 in 2020 and 162.2 in 2021, after sharp annual increases in 2020 and 2021. Based on the 2021 AIS data, the five-year targets estimated for 2021 (142.9) and 2022 (141.6) were both unmet.

A description of how New York will adjust its upcoming HSSP to better meet the performance target set for this measure is included in the Performance Assessment section under the Motorcycle Safety program area.



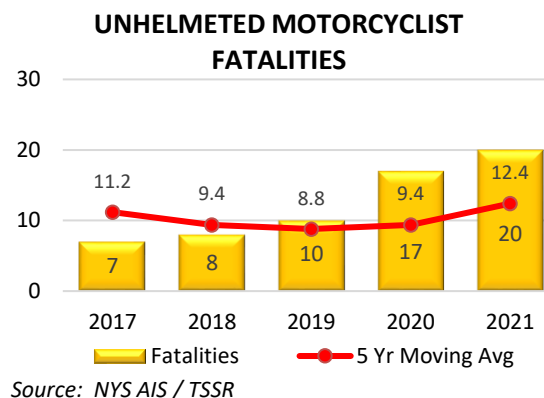
Performance Measure: C-8 Number of Unhelmeted Motorcyclist Fatalities (State Data)

Progress: Not Met

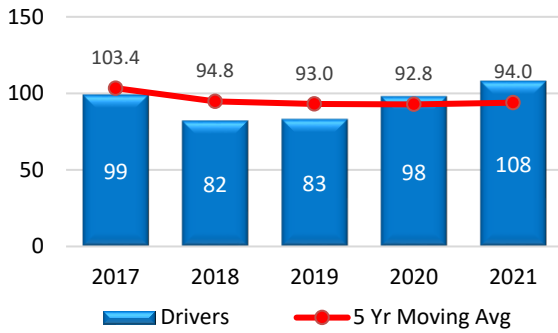
Performance Report

The five-year average number of unhelmeted motorcyclist fatalities rose to 12.4 in 2021, failing to reach the target of 9.2 estimated for that year. This increase indicates that the target of 8.7 estimated for 2022 is also unlikely to be met.

A description of how New York will adjust its upcoming HSSP to better meet the performance target set for this measure is included in the Performance Assessment section under the Motorcycle Safety program area.



DRIVERS UNDER AGE 21 INVOLVED IN FATAL CRASHES



Source: NYS AIS / TSSR

Performance Measure: C-9 Drivers Age 20 or Younger Involved in Fatal Crashes (State Data)

Progress: Not Met

Performance Report

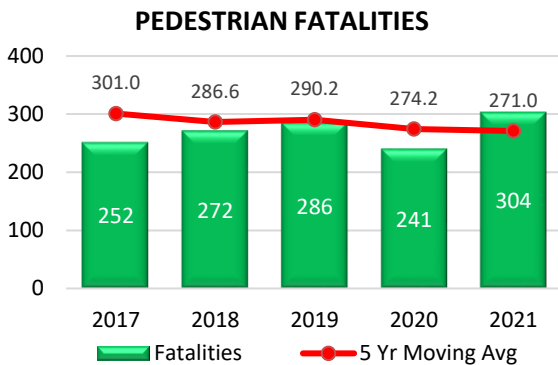
The five-year moving average number of drivers under age 21 involved in fatal crashes increased to 94.0 in 2021. This average exceeds the target of 92.9 estimated for 2021 and shows that the target of 92.1 estimated for 2022 is not likely to be met.

A description of how New York will adjust its upcoming HSSP to better meet the performance target set for this measure is included in the Performance Assessment section under the Community program area.

Performance Measure: C-10 Pedestrian Fatalities (State Data)

Progress: Met

Performance Report



Source: NYS AIS / TSSR

Based on AIS data, the five-year average for pedestrian fatalities in New York State fluctuated between 2017 and 2021 but declined overall. The 2017-2021 five-year average of 271.0 met and exceeded the targets of 280.9 estimated for 2021 and 287.3 estimated for 2022.

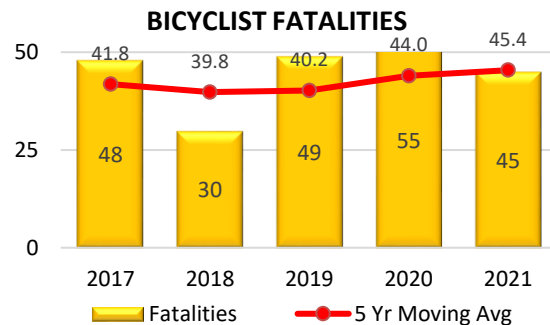
Performance Measure: C-11 Bicyclist Fatalities (State Data)

Progress: Not Met

Performance Report

The five-year average number of bicyclist fatalities increased from 39.8 in 2018 to 44.0 in 2020 and 45.4 in 2021, missing the targets estimated for 2021 (39.0) and 2022 (39.8).

A description of how New York will adjust its upcoming HSSP to better meet the performance target set for this measure is included in the Performance Assessment section under the Non-Motorized (Pedestrians and Bicyclists) program area.



Source: NYS AIS / TSSR

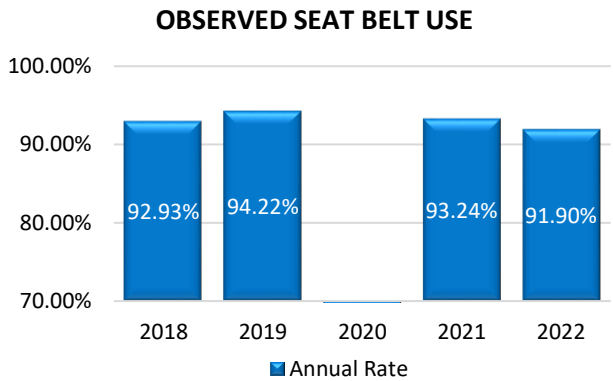
Performance Measure: B-1 Observed Seat Belt Use by Front Seat Occupants in Passenger Vehicles (State Survey)

Progress: Not Met

Performance Report

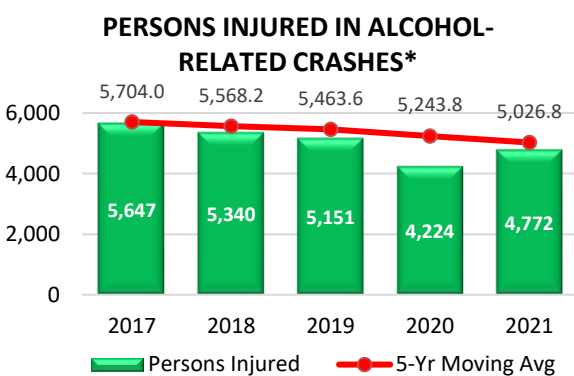
New York's front-seat seat belt use rate has been at 90% or above since 2010. Because NHTSA waived the annual survey requirement due to the COVID-19 pandemic, no seat belt observation survey was conducted in New York in 2020.

In 2021, the annual seat belt use rate fell slightly to 93.24%, and in 2022 the rate fell further to 91.90%. These rates failed to reach the annual targets of 94.95% set for 2021 and 95.16% set for 2022.



Source: NYS Seat Belt Observation Surveys

A description of how New York will adjust its upcoming HSSP to better meet the performance target set for this measure is included in the Performance Assessment section under the Occupant Protection program area.



*Police-reported Crashes

Source: NYS AIS / TSSR

Performance Measure: Persons Injured in Alcohol-Related Crashes (State Data)

Progress: Met

Performance Report

The five-year moving average number of persons injured in alcohol-related crashes declined between 2017 and 2021, from 5,704.0 to 5,026.8. Based on New York's AIS data, the reduction targets of 5,456.8 set for 2021 and 5,409.0 set for 2022 were both met and exceeded.

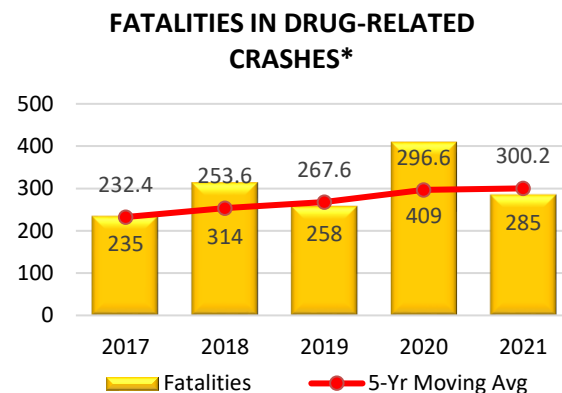
Performance Measure: Fatalities in Drug-Related Crashes (State Data)

Progress: Not Met

Performance Report

Based on data from New York's AIS, the five-year moving average for fatalities in drug-related crashes has been on a consistent upward trend, reaching 300.2 in 2021, well above the targets of 248.5 and 264.9 projected for 2021 and 2022, respectively.

A description of how New York will adjust its upcoming HSSP to better meet the performance target set for this measure is included in the Performance Assessment section under the Impaired Driving program area.



*Police-reported Crashes

Source: NYS AIS / TSSR

Performance Measure: Fatal and Personal Injury Crashes Involving Cell Phone Use or Texting (State Data)

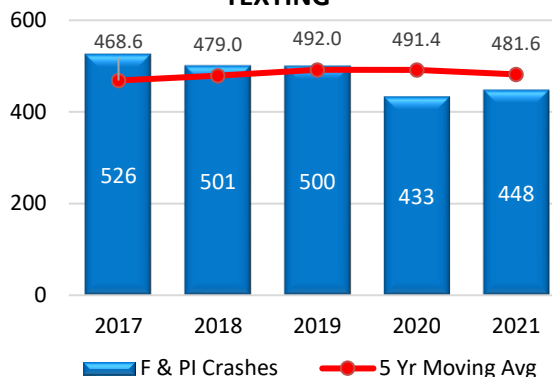
Progress: Met

Performance Report

A cell phone crash is defined as one in which 1) cell phone use or texting was cited as a contributing factor on the police accident report form, or 2) a ticket was issued for talking on a hand-held cell phone or texting while driving.

The five-year average number of fatal and personal injury cell phone crashes declined gradually from 2019 to 2021, from 492.0 to 481.6. This decline was too slight for the target set for 2021 (469.4) to be met, but the target set for 2022 (487.1) has already been met and exceeded.

FATAL & PERSONAL INJURY CRASHES INVOLVING CELL PHONE USE OR TEXTING*



*Police-reported crashes
Source: NYS AIS

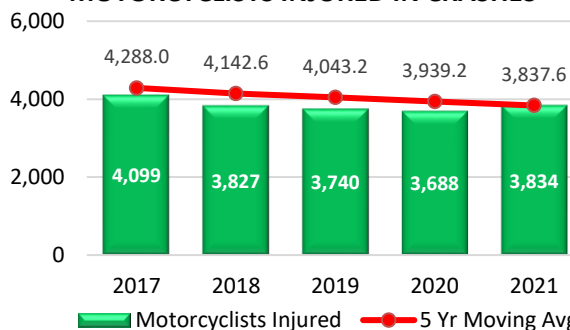
Performance Measure: Motorcyclists Injured in Crashes (State Data)

Progress: Met

Performance Report

Data from New York’s AIS / TSSR show that the downward trend in the five-year average for motorcyclists injured in crashes continued in 2021, reaching 3,837.6. Based on this final result for 2021, the targets set for 2017-2021 (4,059.7) and 2018-2022 (4,002.8) were both met and exceeded.

MOTORCYCLISTS INJURED IN CRASHES



Source: NYS AIS / TSSR

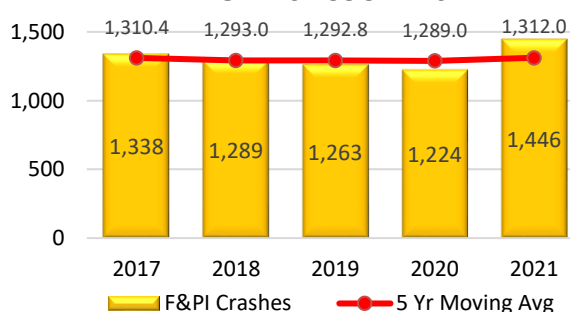
Performance Measure: Number of Fatal and Personal Injury Crashes Involving a Motorcycle and Another Vehicle in High-Risk Counties (State Data)

Progress: Not Met

Performance Report

New York tracks the number of F&PI crashes involving a motorcycle and another motor vehicle in the following high-risk counties: Kings, Queens, Bronx, Suffolk, New York and Nassau. Because the five-year moving average number of these crashes has increased to 1,312.0 in 2020, New York is not likely to meet its target of 1,279.9 set for 2018-2022.

F&PI CRASHES INVOLVING A MOTORCYCLE AND ANOTHER VEHICLE IN HIGH-RISK COUNTIES



Source: NYS AIS / TSSR

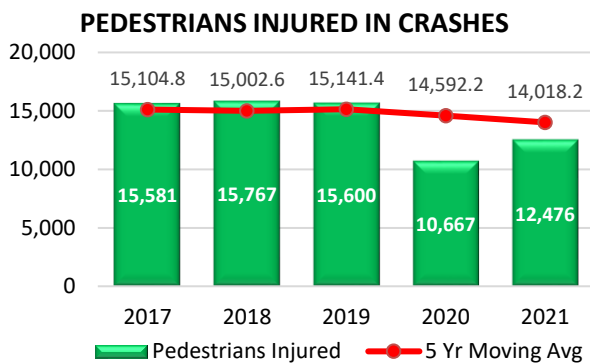
A description of how New York will adjust its upcoming HSSP to better meet this performance target is included in the Performance Assessment section under the Motorcycle Safety program area.

Performance Measure: Pedestrians Injured in Crashes (State Data)

Progress: Met

Performance Report

Based on the state's AIS crash data, the five-year average number of pedestrians injured declined to 14,592.2 in 2020 and 14,018.2 in 2021. As a result of these decreases, the targets of 14,702.5 set for 2021 and 14,990.0 set for 2022 were both met and exceeded.



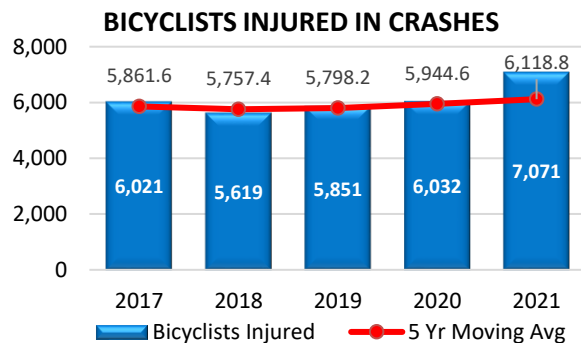
Source: NYS AIS / TSSR

Performance Measure: Bicyclists Injured in Crashes (State Data)

Progress: Not Met

Performance Report

The number of bicyclists injured in crashes has increased each year from 2018 to 2021. The five-year average for 2017-2021 was 6,118.8, up from the 2016-2020 average of 5,994.6. Because of this increase, the target set for 2021 (5,642.3) was not met, and the target for 2022 (5,740.2) is not likely to be met.



Source: NYS AIS / TSSR

A description of how New York will adjust its upcoming HSSP to better meet the performance target set for this measure is included in the Performance Assessment section under the Non-Motorized (Pedestrians and Bicyclists) program area.

Performance Measure: Mean # of days from crash date to date crash report is entered into AIS

Progress: Met

Program-Area-Level Report

The target of 16.95 days set for this timeliness measure was met and exceeded. The mean number of days from the crash date to the date the crash report was entered into the AIS database decreased from 17.12 days in the baseline period to 9.99 days in the performance period.

Performance Measure: Percentage of crash records in AIS with no errors in the critical data element of Lat/Long Coordinates

Progress: Met

Program-Area-Level Report

The goal of 91.99% established with regard to this accuracy measure was met. The percentage of crash records with no errors in the critical data element of *Lat/Long Coordinates* increased from 91.08% in the baseline period to 94.05% in the performance period (April 1, 2021-March 31, 2022). Accuracy could be further improved if all of the Traffic and Criminal Software (TraCS) police agencies used the locator tool within TraCS.

Performance Measure: Percentage of crash records in AIS with no missing data in the critical data element of Roadway Type

Progress: Not Met

Program-Area-Level Report

The goal of 97.71% established with regard to this completeness measure was not met. The percentage of crash records with no missing data in the Roadway Type field decreased from 96.74% in the baseline period (April 1, 1920-March 31, 2021) to 95.81% in the performance period (April 1, 2021-March 31, 2022).

Description of How Unmet Target Will Be Addressed

Completeness will be improved as NYSDOT's new CLEAR system, replacing several outdated systems, utilizes the latest software, querying and GIS tools to improve the completeness of this and many other data elements.

Performance Measure: Mean # of days from citation date to date citation is entered into the TLSED database

Progress: Not Met

Program-Area-Level Report

Regarding the timeliness of the TSLED citation data, the mean number of days from the citation date to the date the citation is entered into the TSLED database rose from 8.29 days in the baseline period (April 1, 2020-March 31, 2021) to 10.18 days in the performance period (April 1, 2020-March 31, 2021), missing the goal of 8.21 days set in the FFY 2022 strategic plan. This increase can be attributed to the effect of COVID-19.

Description of How Unmet Target Will Be Addressed

Timeliness should be improved in FFY 2023 as ITS resources, staffing, and enforcement and court activities continue returning to their pre-COVID levels.

Performance Measure: Mean # of days from charge disposition to date charge disposition is entered into the TLSED database

Progress: Met

Program-Area-Level Report

With regard to the TSLED disposition timeliness measure, the mean number of days between the time when the citation is adjudicated until it is entered into TSLED fell, from 40.03 days to 26.38 days, easily reaching and passing the goal of 39.63 days set in the FFY 2022 strategic plan.

Performance Measure: Mean # of days from citation date to date citation is entered into the AA database

Progress: Met

Program-Area-Level Report

With respect to the timeliness of the Administrative Adjudication citation data, the goal of 13.94 days was also met. The decrease from 14.08 days in the baseline period to 9.10 days in the performance period surpassed the goal of 13.94 days.

Assessment of Progress Summary

The top priorities for New York's FFY 2022 highway safety program were to address trends of increasing numbers of crashes involving specific highway users while maintaining and expanding the success in areas where reductions have been achieved. Except where noted, all the targets in the FFY 2022 HSSP for the core performance measures, as well as the additional measures, were set for the five-year moving averages forecasted for 2018-2022. Based on the status of 2017-2021 results, New York's achievements have been identified, as well as emphasis areas for improvement in the coming year.

Targets Met

New York met and exceeded two of the eleven core performance targets estimated with AIS data that were originally set with FARS data in the FFY 2022 HSSP, and the one core performance target originally set with AIS data. Based on the five-year moving averages for 2017-2021, the core measures that are likely to meet or surpass the 2022 targets are the following:

- C-2) Serious Injuries in Crashes
- C-5) Alcohol-Impaired Driving Fatalities
- C-10) Pedestrian Fatalities

Targets for 2022 are also likely to be exceeded in four of New York's non-core performance measures:

- Persons Injured in Alcohol-Related Crashes
- Motorcyclists Injured in Crashes
- Pedestrians Injured in Crashes
- Fatal & PI Crashes Involving Cell Phone Use or Texting

Comprehensive efforts in each of these program areas will continue to ensure that the current level of success is maintained and further improvements are achieved.

Targets In Progress

As described earlier, measures that showed improvement or progress toward the target forecasted for the 2017-2021 average were considered to be "in progress". For the targets set in the FFY 2022 HSSP, no performance measures were determined to be in this category.

Areas for Improvement

While progress has been made in reducing fatalities and injuries in several program areas, the performance targets set for some measures were not likely to be met. Adjustments will be made in the next HSSP to better meet these performance targets:

- C-1) Total Traffic Fatalities
- C-3) Fatalities/VMT
- C-4) Unrestrained Passenger Vehicle Occupant Fatalities
- C-6) Speeding-Related Fatalities
- C-7) Motorcyclist Fatalities
- C-8) Unhelmeted Motorcyclist Fatalities
- C-9) Drivers Age 20 or Younger Involved in Fatal Crashes
- C-11) Bicyclist Fatalities
- B-1) Observed Seat Belt Use for Passenger Vehicles (2021 data)
- Fatalities in Drug-Related Crashes
- Number of Fatal & PI Crashes Involving a Motorcycle and Another Vehicle in High-Risk Counties
- Bicyclists Injured in Crashes

The expanded efforts that will be undertaken to address the traffic safety issues requiring more attention are described in the Assessment of Progress section under the appropriate program areas.

Grant-Funded Enforcement Activity Measures for FFY 2022

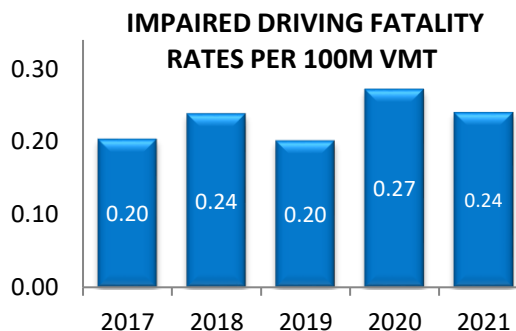
A-1 Number of seat belt citations issued during grant-funded enforcement activities: 20,105

A-2 Number of impaired driving arrests made during grant-funded enforcement activities:
1,237

A-3 Number of speeding citations issued during grant-funded enforcement activities: 53,148

IMPAIRED DRIVING

For the Annual Report in FFY 2022, AIS data were used to estimate alcohol-impaired driving fatality rates for 2017-2021. Based on AIS alcohol-impaired driving fatalities and NYS DOT VMT data, the impaired driving fatality rate was 0.27 in 2020 and 0.24 in 2021. Because New York’s rate is below 0.30, the state qualifies for federal Section 405d impaired driving grant funds as a low-range state.



Source: NYS AIS/TSSR, FHWA

While New York has one of the lowest alcohol-impaired fatality rates, it is important to maintain an aggressive approach to combating impaired driving. At the core of the state’s impaired driving program is the Special Traffic Options Program for Driving While Intoxicated (STOP-DWI). Through this program, fines collected from impaired driving offenders are returned to the counties where the violations occurred to support enforcement and other impaired driving programs at the local level.

Are You Ready?
FFY 2022 STOP-DWI High-Visibility Enforcement & Engagement Campaigns

- Halloween: October 29-November 1, 2021
- Thanksgiving: November 24-28, 2021
- Holiday Season (National): December 17, 2021 - January 1, 2022
- Super Bowl: February 11-14, 2022
- St. Patrick’s Day: March 16-20, 2022
- Memorial Day: May 27-31, 2022
- Fourth of July: July 1-5, 2022
- Labor Day (National): August 19-September 5, 2022

As the organization responsible for overseeing the STOP-DWI program, the Governor’s Traffic Safety Committee (GTSC) is able to maximize the opportunities for cooperative efforts, such as statewide enforcement mobilizations in conjunction with national high-visibility enforcement and engagement campaigns during holiday periods throughout the year.

Since STOP-DWI is self-sustaining, GTSC can use the Section 405d funds received by New York to support a number of other types of impaired driving projects, in addition to supplementing the resources available for statewide enforcement efforts. These include statewide public information campaigns, training programs, multi-agency advisory groups, research studies and projects to enhance state agency programs.

In FFY 2022, the STOP-DWI Foundation continued to maintain its “Have a Plan” mobile app, which is an important resource for the public and for potential impaired drivers. During the year, the STOP-DWI Foundation also provided a number of training programs, including “DWI and the Modern Drug Trends,” “Understanding and Dealing with Drug Driving Impairment,” “Recognizing Impaired Persons,” and “From Over-the-Counter: The Role of Prescription Drugs in Impaired Driving.” Attendees at these training sessions included STOP-DWI Coordinators, educators, police officers, probation officers, District Attorneys, Public Defenders, emergency service personnel and treatment professionals.

Every year, there are thousands of impaired driving crashes in New York.

The Have A Plan app provides resources to help you plan your night, find a safe ride, and more, so you never have to risk getting behind the wheel while impaired. Don't drive. Get a ride.

- Find a Safe Ride Home
- Plan Your Night
- Report a DWI
- Know the Facts
- Text Yourself
- Get Connected

Law enforcement training programs to address drug-impaired driving also continued to be a priority. In FFY 2022, in an effort to train the maximum number of officers, several sixteen-hour Advanced Roadside Impaired Driving Enforcement (ARIDE) programs were conducted around the state.

The much more intensive three-week Drug Recognition Expert (DRE) Certification Program was conducted in February, April, June, July, September and October. A total of 99 new DREs were certified during 2022, bringing the total number of DREs deployed across the state to 432.

With funding from GTSC, the Institute for Traffic Safety Management and Research (ITSMR) continued to expand and enhance the DRE Data Entry & Management System during FFY 2022. The system has a web-based application and a mobile application that DREs use to submit their evaluations, narratives, and toxicology results into ITSMR's DRE database. These tools also assist the DRE state coordinator in managing the program.

ASSESSMENT OF PROGRESS

The three performance measures used to track progress in impaired driving are Alcohol-Impaired Driving Fatalities, Persons Injured in Alcohol-Related Crashes and Fatalities in Drug-Related Crashes.

As discussed in the Performance Report presented earlier in this document, the targets set for the measures related to alcohol-related fatalities and injuries were met. The target set for improvement in the number of fatalities in drug-related crashes was not met.

Status of Impaired Driving Targets for FFY 2021

- ❖ **Alcohol-Impaired Driving Fatalities: Decrease the 5-year moving average for 2018-2022 to 273.8.**
This target was met. Based on AIS data, the five-year moving average for impaired driving fatalities decreased to 270.4 in 2021, surpassing the target of 279.1 estimated for 2021 and the target of 273.8 estimated for 2022.
- ❖ **Persons Injured in Alcohol-Related Crashes: Decrease the 5-year moving average for 2018-2022 to 5,409.0.**
This target was met. The five-year moving average number of persons injured in alcohol-related crashes declined to 5,026.8 in 2021, exceeding the reduction target of 5,456.8 set for 2021 and the target of 5,409.0 set for 2022.
- ❖ **Fatalities in Drug-Related Crashes: Decrease the 5-year moving average for 2018-2022 to 264.9.**
This target was not met. The five-year moving average for these fatalities increased to 300.2 in 2021, well above the targets of 248.5 set for 2021 and 264.9 set for 2022.

Adjustments Planned for Upcoming HSSP to Reduce Fatalities in Drug-Related Crashes

The five-year average number of drugged driving fatalities increased steadily over the five-year period 2017-2021. In addition, there is concern over the proportions of the state's yearly fatalities that are drug-related (28%, 40% and 25% in 2019, 2020, and 2021, respectively, compared to 24% in 2015).

Several factors may be related to the increasing incidence of drugged driving. Some drivers may assume that because a drug is not illegal, or because a medication is prescribed, it is ok to drive after using it. Drivers are taking prescription medication more now than in the past and may not realize that mixing them with other prescriptions and/or alcohol has a negative effect. The legalization of recreational cannabis in neighboring states, before legalization in New York in 2021, may also be contributing to

increases in drugged driving fatalities in New York. Enforcing drugged driving violations can be more challenging than alcohol-related violations due to the limitations of drug impairment detecting technology and the lack of an established limit to determine drug impairment. Until such science-based technology is developed, the best tool traffic safety professionals have is the DRE.

The following initiatives will be undertaken or expanded to reduce the number of fatalities in drugged driving crashes:

- GTSC is planning to increase training as much as possible for law enforcement officers to recognize impaired drivers.
- To increase awareness, educational materials regarding impaired driving will be included with DMV registration documents mailed out across the state.
- GTSC is working with the Division of Criminal Justice Services (DCJS) to train law enforcement officers to better recognize individuals impaired by cannabis.
- GTSC will encourage and support law enforcement agencies to conduct more checkpoints and high-visibility details.

Annual Survey of New York State Drivers: Results Related to Impaired Driving

Impaired driving is one of the traffic safety issues included in the survey of New York State licensed drivers' attitudes and behaviors conducted annually since 2010 at five Department of Motor Vehicles (DMV) offices. At the request of GTSC, ITSMR developed an online survey to replace the in-person survey used through 2019. The survey was posted on the DMV website each year beginning in 2020, with a newly revised version posted in June-September 2022.

The first section below provides the results of the questions related to drinking and driving. The second section presents the results of questions about using drugs and driving.

Drinking and Driving

When planning an outing, knowing that alcohol or legal or illegal drugs will be consumed, how often do you rely on a ride service such as Uber, Lyft or a taxi for transportation?

	<u>2022</u>
Regularly	19.4%
Fairly often	5.9%
A few times	8.3%
Just once	1.4%
Never	26.6%
N/A	38.4%

In the past 30 days, how often have you driven within an hour after drinking alcohol?

	<u>2022</u>
Regularly	1.7%
Fairly often	0.4%
A few times	8.1%
Just once	5.8%
Never	68.9%
N/A	15.0%

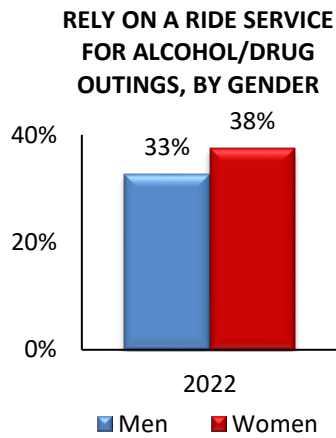
What do you think the chances are of someone getting arrested if they drive while impaired by alcohol?

	<u>2022</u>
Very Likely	39.6%
Likely	33.5%
Neither Likely nor Unlikely	16.9%
Unlikely	7.3%
Very Unlikely	2.7%

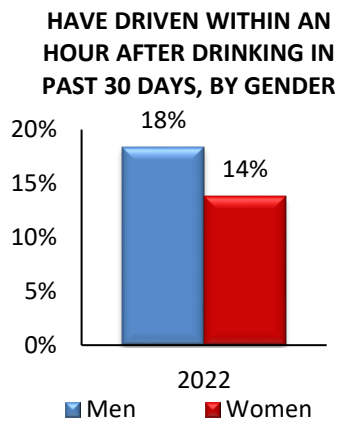
Source: Driver Behavior Survey

- 35% of the survey respondents in 2022 said they rely on a ride service for transportation at least once, when they plan an outing where alcohol or drugs will be consumed. 27% said they never do so, and the remaining 38% said the question does not apply to them.
- 16% of those surveyed in 2022 said that in the past 30 days they had driven within an hour after drinking alcohol at least once.
- 73% of the respondents in 2022 thought a driver is “very likely” or “likely” to be arrested for driving while impaired by alcohol.

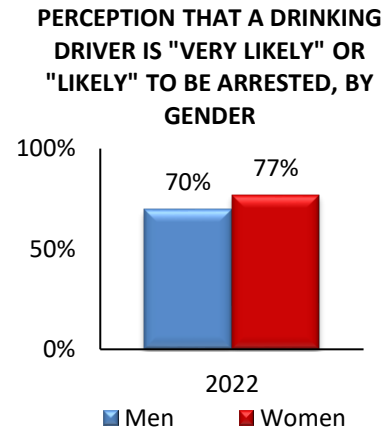
Differences by Gender



Source: Driver Behavior Survey



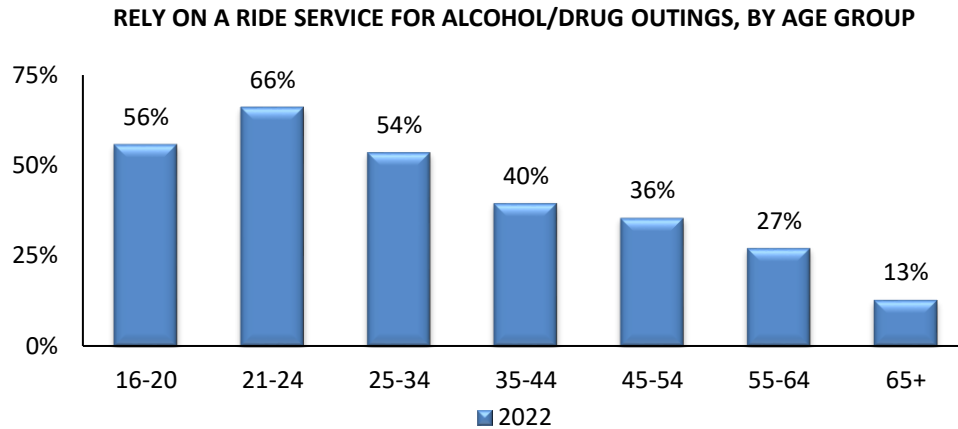
Source: Driver Behavior Survey



Source: Driver Behavior Survey

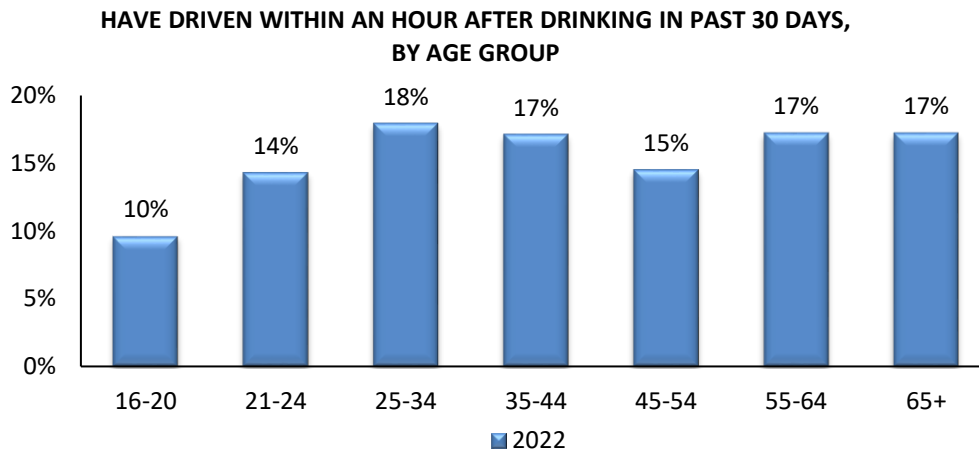
- 33% of the men surveyed in 2022 and 38% of the women said they rely on a ride service for transportation, when they plan an outing where alcohol or drugs will be consumed.
- 18% of men in 2022 and 14% of women reported that they had driven within an hour after drinking alcohol at least once in the past 30 days.
- Women are more likely than men to perceive a risk of arrest for drinking and driving.
- In 2022, 70% of men and 77% of women surveyed thought that it is “very likely” or “likely” that someone would get arrested if they drive while impaired by alcohol.

Differences by Age

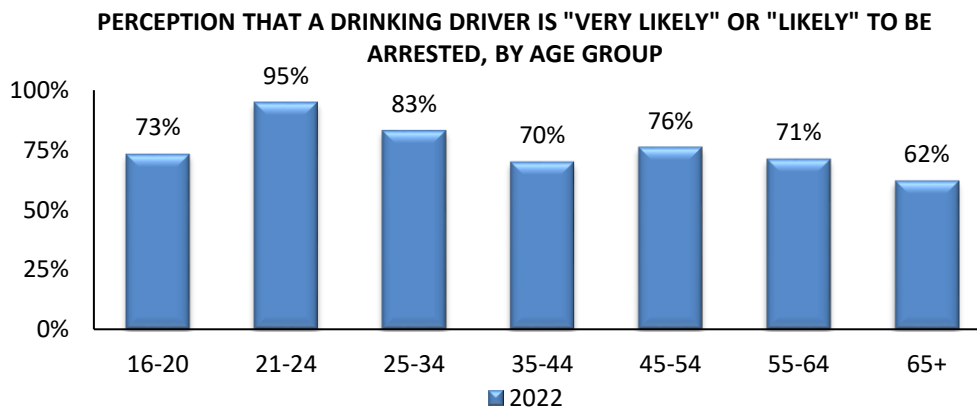


Source: Driver Behavior Survey

- In 2022, the drivers who were most likely to respond that they rely on a ride service for transportation at least once, when they plan an outing where alcohol or drugs will be consumed, were ages 21-24 (66%), followed by 16-20-year-olds (56%) and 25-34-year-olds (54%).



Source: Driver Behavior Survey



Source: Driver Behavior Survey

- The drivers who said they drove within an hour after drinking alcohol at least once in the past 30 days included drivers under the legal drinking age. In 2022, 10% of the drivers under 21 years of age reported this behavior.
- The largest proportions of drivers who said they had driven after drinking in 2022 occurred in the 25-34 age group (18%), followed by the 35-44, 55-64, and 65 and older groups (each 17%).
- In 2022, 95% of respondents ages 21-24 and 83% of those ages 25-34 reported thinking a driver is “very likely” or “likely” to be arrested for driving while impaired by alcohol, compared to 62% of drivers ages 65 and older.

Differences by Race/Ethnicity

New York’s 2022 annual survey of drivers included for the first time two separate questions to collect the self-identified ethnicities and races of the drivers surveyed. These questions follow those used in the 2020 U.S. Census:

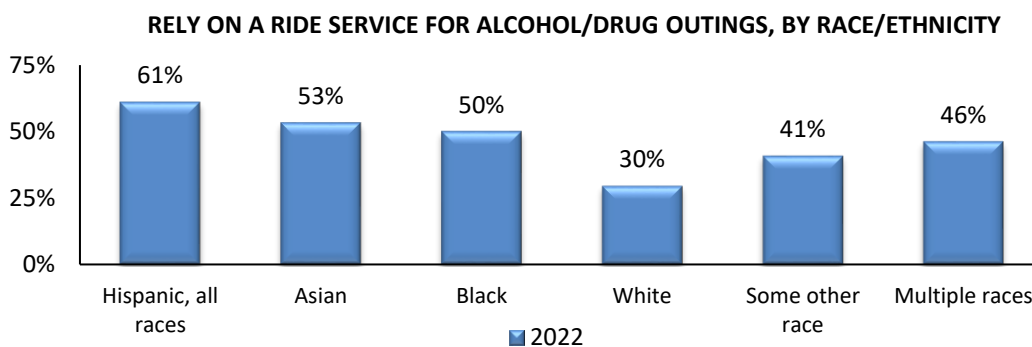
1. Are you of Hispanic origin?

- Yes
- No

2. What is your race? Mark one or more boxes.

- White
- Black or African American
- Asian
- American Indian or Alaska Native
- Native Hawaiian or Other Pacific Islander
- Some other race

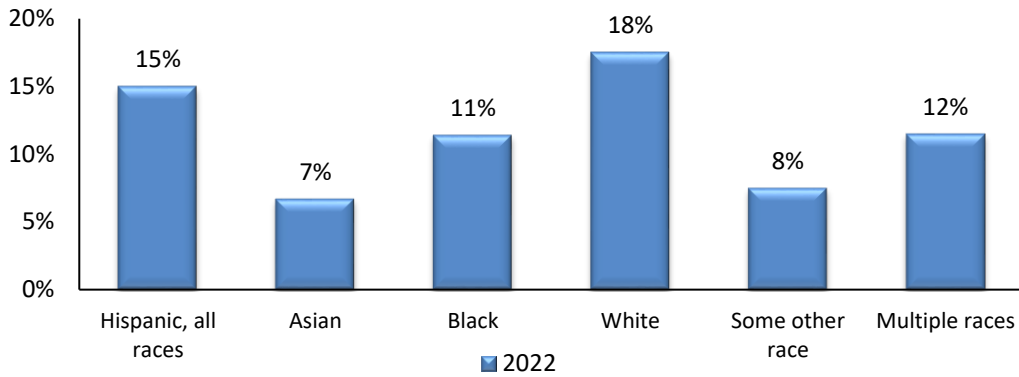
The Hispanic population of drivers, which includes people of any race, made up 10.3% of the 975 survey respondents. Among those who answered that they were not Hispanic, responses fell into the following categories: Asian (1.5%), Black or African American (4.5%), White (75.5%), Some other race (5.5%) and Multiple races (2.7%), where Some other race includes those who selected American Indian or Alaska Native, Native Hawaiian or Other Pacific Islander, or Some other race. The following passages discuss responses to individual questions in terms of these categories.



Source: Driver Behavior Survey

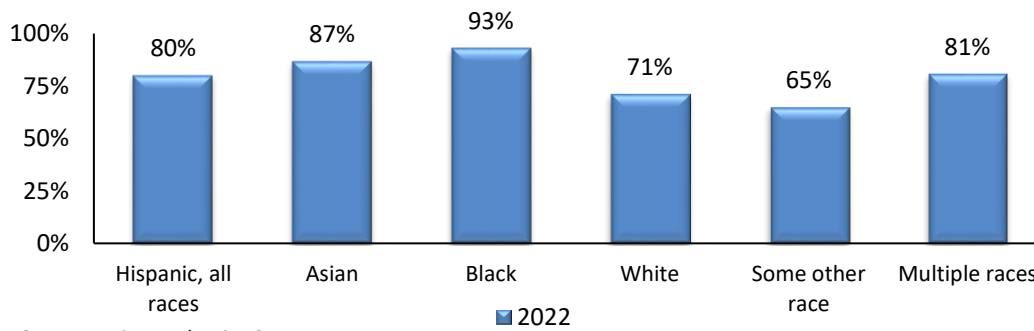
- In 2022, Hispanic drivers were most likely to respond that they rely on a ride service for transportation at least once, when they plan an outing where alcohol or drugs will be consumed (61%), followed by Asian (53%) and Black drivers (50%).

**HAVE DRIVEN WITHIN AN HOUR AFTER DRINKING IN PAST 30 DAYS,
BY RACE/ETHNICITY**



Source: Driver Behavior Survey

**PERCEPTION THAT A DRINKING DRIVER IS "VERY LIKELY" OR "LIKELY" TO BE
ARRESTED, BY RACE/ETHNICITY**



Source: Driver Behavior Survey

- White drivers were most likely to report that they drove within an hour after drinking alcohol at least once in the past 30 days in 2022 (18%), followed by Hispanic drivers (15%). Asian drivers and drivers of Some other race were least likely to report this behavior (7% and 8%, respectively).
- In 2022, 93% of Black respondents and 87% of Asians reported thinking a driver is “very likely” or “likely” to be arrested for driving while impaired by alcohol, compared to 65% of those identifying as Some other race and 71% of White drivers.

Drugs and Driving

In the past 30 days, how often have you driven within two hours after using cannabis?

	2022
Regularly	1.5%
Fairly often	0.4%
A few times	2.8%
Just once	1.6%
Never	63.1%
N/A	30.6%

In the past 30 days, how often have you driven after using legal, illegal or prescription drugs that can impair your ability to safely operate a motor vehicle?

2022

Regularly	0.9%
Fairly often	0.8%
A few times	1.6%
Just once	1.2%
Never	71.9%
N/A	23.5%

What do you think the chances are of someone getting arrested if they drive while impaired by cannabis?

2022

Very Likely	22.9%
Likely	25.7%
Neither Likely nor Unlikely	24.0%
Unlikely	19.1%
Very Unlikely	8.3%

What do you think the chances are of someone getting arrested if they drive while impaired by legal, illegal or prescription drugs?

2022

Very Likely	24.9%
Likely	28.6%
Neither Likely nor Unlikely	24.3%
Unlikely	15.8%
Very Unlikely	6.4%

Do you think cannabis negatively affects a driver's ability to drive safely?

2022

A great deal	59.3%
A moderate amount	33.1%
Not at all	7.6%

Are you aware of the effects of your prescription medications on your ability to drive?

2022

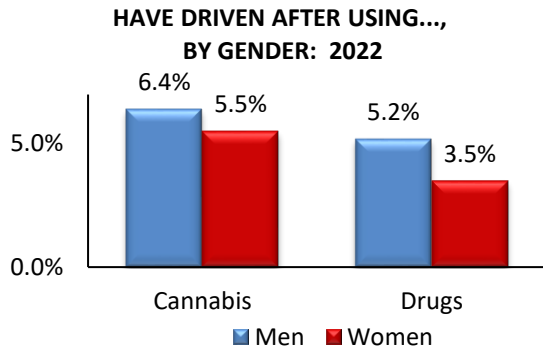
Yes	73.8%
No	6.1%
N/A	20.1%

Source: Driver Behavior Survey

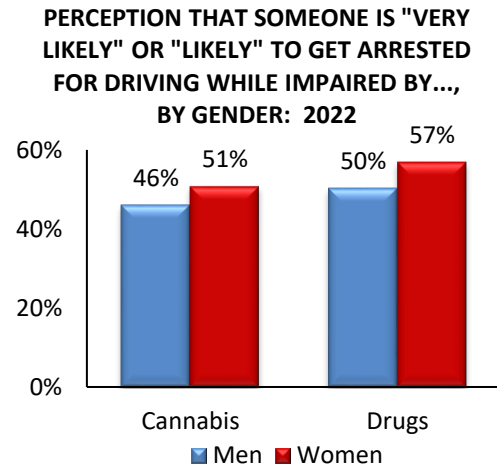
- 6% of survey respondents in 2022 reported that in the past 30 days they had driven within 2 hours after using cannabis at least once, and 5% reported that in the past 30 days they had driven after using legal, illegal or prescription drugs that can impair their ability to drive.
- In 2022, 49% of the survey respondents reported that they thought it “very likely” or “likely” that someone would get arrested for driving while impaired by cannabis; and 54% thought it “very likely” or “likely” that someone would get arrested if they drive while impaired by legal, illegal or prescription drugs.

- 92% of the drivers surveyed in 2022 reported thinking that using cannabis negatively affects a driver’s ability to drive safety “a great deal” or “a moderate amount.”
- In 2022, 74% of the drivers surveyed reported that they were aware of the effects of their prescription medications on their ability to drive. 6% were not aware, and 20% reported that the question did not apply to them.

Differences by Gender

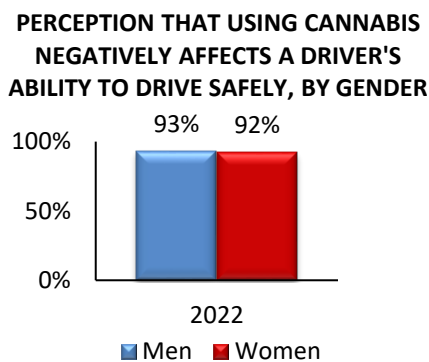


Source: Driver Behavior Survey

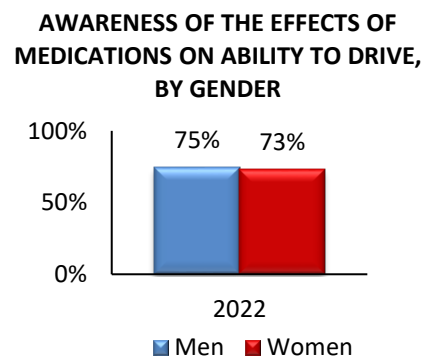


Source: Driver Behavior Survey

- In 2022, 6.4% of the men and 5.5% of the women surveyed said they had driven within 2 hours after using cannabis at least once in the past 30 days.
- 5.2% of the male drivers and 3.5% of the females reported in 2022 that in the past 30 days they had driven after using legal, illegal or prescription drugs that can impair their ability to drive safely.
- In 2022, 51% of the female drivers surveyed thought it “very likely” or “likely” that someone would get arrested if they drive while impaired by cannabis, compared to 46% of the male drivers.
- Female drivers were also more likely than male drivers to think it “very likely” or “likely” that someone would get arrested if they drive while impaired by legal, illegal or prescription drugs (57% vs. 50%).



Source: Driver Behavior Survey

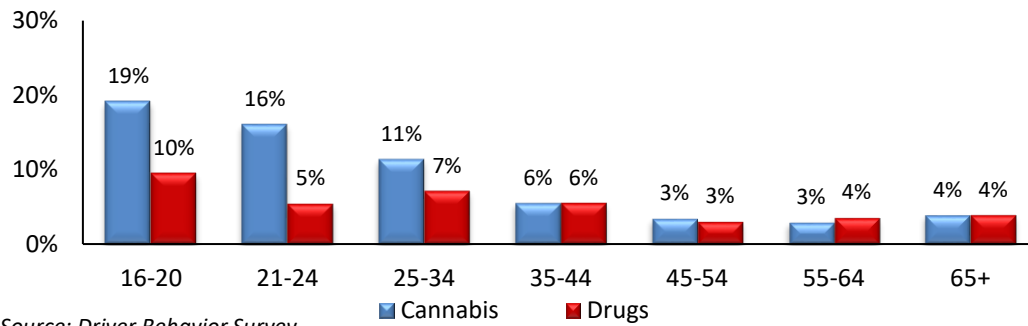


Source: Driver Behavior Survey

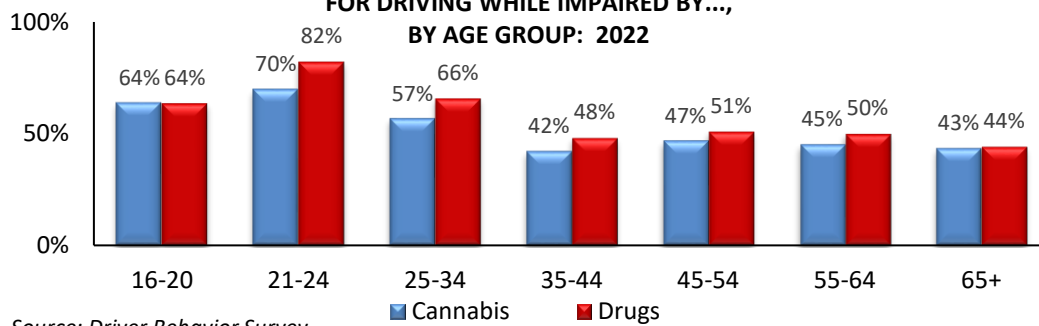
- In 2022, 93% of the male drivers and 92% of the females reported thinking that using cannabis negatively affects a driver’s ability to drive safely “a great deal” or “a moderate amount.”
- 75% of the male drivers and 73% of the females surveyed in 2022 reported that they were aware of the effects of their prescription medications on their ability to drive. 19% of the men and 21% of the women said that this question was not applicable to them.

Differences by Age

HAVE DRIVEN AFTER USING..., BY AGE GROUP: 2022

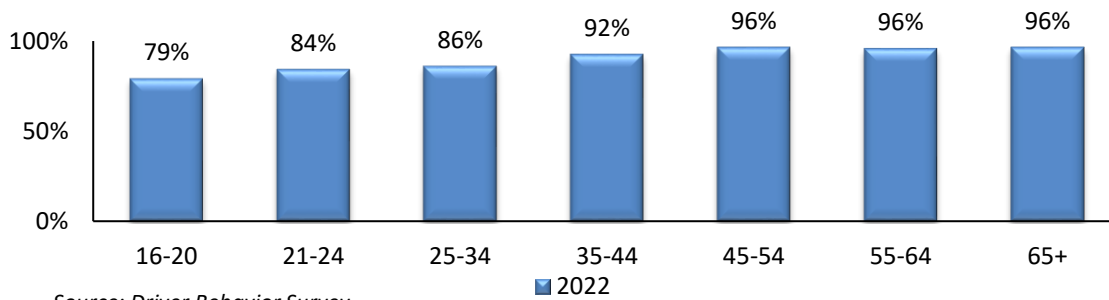


PERCEPTION THAT SOMEONE IS "VERY LIKELY" OR "LIKELY" TO GET ARRESTED FOR DRIVING WHILE IMPAIRED BY..., BY AGE GROUP: 2022



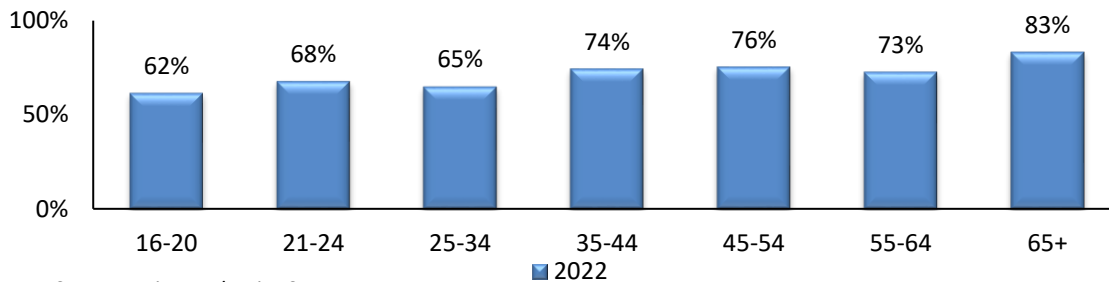
- In 2022, larger proportions of drivers in the age groups under 45 reported driving within 2 hours after using cannabis at least once in the past 30 days. In these groups the proportions ranged from 19% of drivers ages 16-20 to 6% of those ages 35-44.
- Drivers in the younger age groups surveyed in 2022 were also more likely to report driving after using legal, illegal or prescription drugs that can impair their ability to drive safely. 5% to 10% of drivers in the age groups under 45 reported this behavior.
- In 2022, drivers ages 45 and older were less likely than those under 45 to report driving within 2 hours after using cannabis (3-4%) and driving after using potentially impairing drugs (also 3-4%).
- Among the age groups surveyed in 2022, more drivers under 35 thought that someone was “very likely” or “likely” to get arrested if they drive while impaired by cannabis (64% of those ages 16-20, 70% of those 21-24, and 57% of those 25-34). Fewer drivers in the older age groups had this perception (42%-47% of those ages 35 and older).
- Similarly, larger proportions of the drivers under 35 surveyed in 2022 reported thinking that it was “very likely” or “likely” for someone to get arrested if they drive while impaired by legal, illegal or prescription drugs (64% of those ages 16-20, 82% of those 21-34, and 66% of those 25-34). Drivers in the older age groups were less likely to think so (44%-51% of drivers ages 35 and older).

PERCEPTION THAT USING CANNABIS NEGATIVELY AFFECTS A DRIVER'S ABILITY TO DRIVE SAFELY, BY AGE GROUP



Source: Driver Behavior Survey

AWARENESS OF THE EFFECTS OF MEDICATIONS ON ABILITY TO DRIVE, BY AGE GROUP

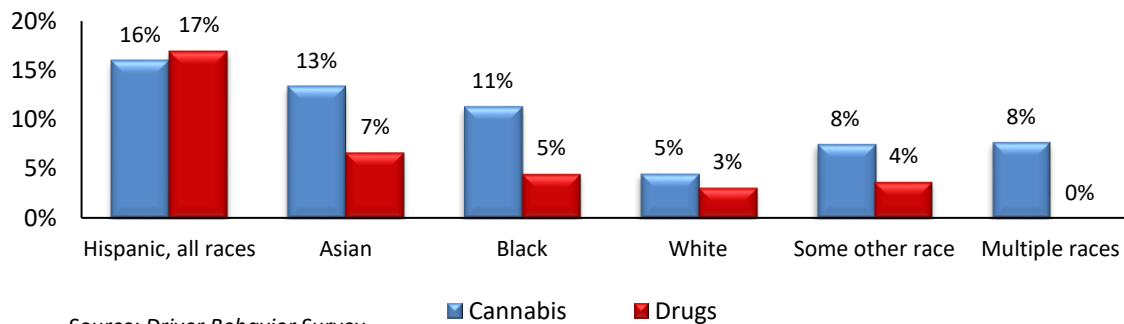


Source: Driver Behavior Survey

- 79% of the 16-20-year-old drivers surveyed in 2022 responded that they thought using cannabis negatively affects a driver’s ability to drive safely “a great deal” or “a moderate amount.” Drivers ages 45 and older were most likely to respond this way (96%).
- In 2022, drivers ages 65 and older were most likely to be aware of the effects of their prescription medications on their ability to drive (83%) and the least likely to answer “N/A” (11%), while drivers under 35 were least likely to have this awareness (62-68%) and the most likely to answer “N/A” (23-27%).

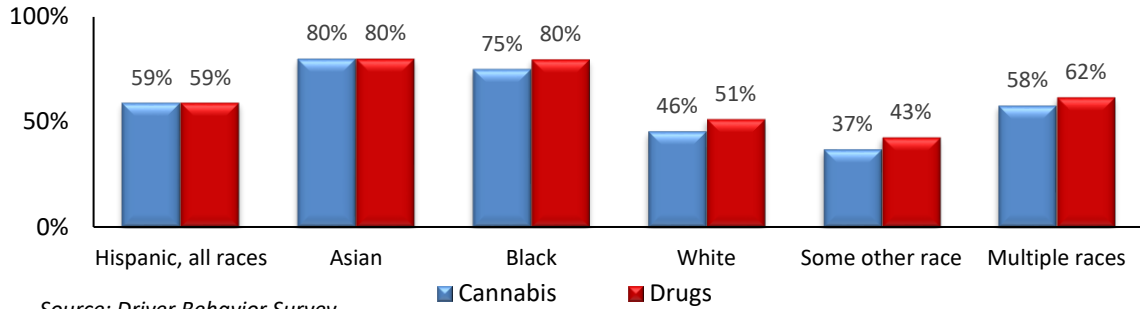
Differences by Race/Ethnicity

HAVE DRIVEN AFTER USING..., BY RACE/ETHNICITY: 2022



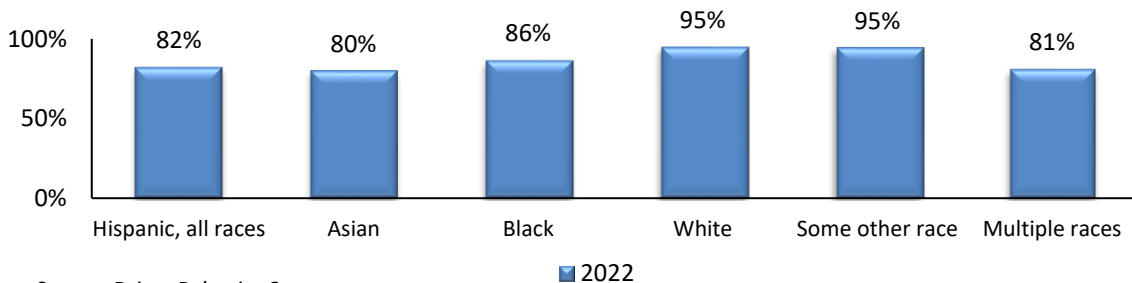
Source: Driver Behavior Survey

PERCEPTION THAT SOMEONE IS "VERY LIKELY" OR "LIKELY" TO GET ARRESTED FOR DRIVING WHILE IMPAIRED BY..., BY RACE/ETHNICITY: 2022

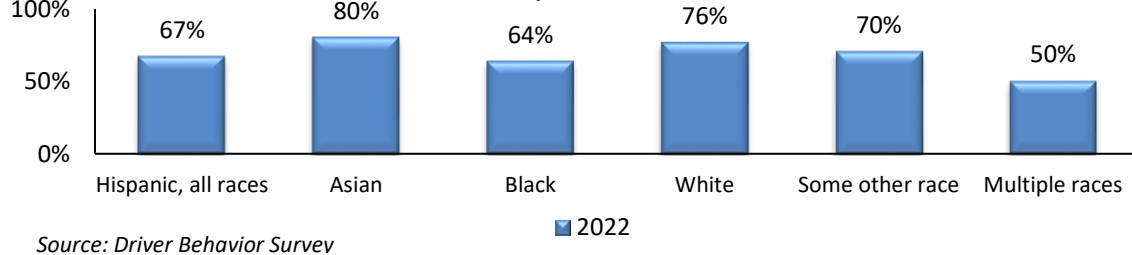


- In 2022, larger proportions of Hispanic, Asian and Black drivers reported driving within 2 hours after using cannabis at least once in the past 30 days (16%, 13% and 11%, respectively).
- In 2022, surveyed drivers in the same three race/ethnicity groups were also more likely to report driving after using legal, illegal or prescription drugs that can impair their ability to drive safely. 17% of Hispanic, 7% of Asian, and 5% of Black drivers reported this behavior.
- In 2022, White drivers were least likely to report driving within 2 hours after using cannabis (5%), and drivers of multiple races were least likely to report driving after using potentially impairing drugs (0%).
- Among the race/ethnicity groups surveyed in 2022, more Asian and Black drivers thought that someone was “very likely” or “likely” to get arrested if they drive while impaired by cannabis (80% and 75%, respectively). Fewer White (46%) and Some other race drivers (37%) had this perception.
- Similarly, larger proportions of the Asian and Black drivers surveyed in 2022 reported thinking that it was “very likely” or “likely” for someone to get arrested if they drive while impaired by legal, illegal or prescription drugs (both 80%). Drivers who identified as White and Some other race were less likely to think so (51% and 43%, respectively).

PERCEPTION THAT USING CANNABIS NEGATIVELY AFFECTS A DRIVER'S ABILITY TO DRIVE SAFELY, BY RACE/ETHNICITY



AWARENESS OF THE EFFECTS OF MEDICATIONS ON ABILITY TO DRIVE, BY RACE/ETHNICITY



- 80% of the Asian drivers and 81% of the multi-racial drivers surveyed in 2022 responded that they thought using cannabis negatively affects a driver’s ability to drive safely “a great deal” or “a moderate amount.” White drivers and those of Some other race were most likely to respond this way (95% each).
- In 2022, Asian and White drivers were most likely to be aware of the effects of their prescription medications on their ability to drive (80% and 76%), while Black and multi-racial drivers were least likely to have this awareness (64% and 50%). Drivers of Some other race and of multiple races were the most likely to answer “N/A” to this question (24% and 42%).

IMPAIRED DRIVING PROJECTS AND ACTIVITIES FUNDED IN FFY 2022

New York used a data-driven approach to identify a comprehensive set of strategies for the state’s impaired driving program that collectively will contribute to progress in meeting the state’s highway safety targets set in the FFY 2022 HSSP. Included under the strategies listed below are descriptions of selected projects that highlight the activities undertaken. The complete list of projects implemented in FFY 2022 is included as Appendix A. The project title, number and amount of funds awarded are provided for each project.

Enforcement of Impaired Driving Laws

“Drive Sober or Get Pulled Over”

In FFY 2022, New York’s “Drive Sober or Get Pulled Over” enforcement and education initiative incorporated the slogan, “Have a Plan.” The campaign is a cooperative effort involving the New York State Police (NYSP), County Sheriffs and local police agencies. The NYS STOP-DWI Foundation also encourages county STOP-DWI Programs across the state to develop and conduct coordinated county-based enforcement efforts.

The national high-visibility enforcement and engagement campaign periods coincide with the times when large numbers of impaired drivers are likely to be on the roadways—Halloween, Thanksgiving, December Holiday Season, Super Bowl, St. Patrick’s Day, Memorial Day, the 4th of July, and late summer into Labor Day. In FFY 2022, the counties were asked to develop multi-agency operations utilizing saturation patrols and checkpoints involving their local DREs. Grant funds aided in this effort as counties were eligible to be reimbursed for DRE call-outs throughout the project period.

Due to the cooperation and support of all county STOP-DWI program coordinators statewide, there was widespread participation by the police agencies across New York State during the campaigns. In addition to specific targeted saturation patrols and checkpoints, each enforcement detail required the onsite availability of a certified DRE.

Counties tailored their efforts during the high-visibility enforcement and engagement periods to accommodate available enforcement personnel and activities significant to their community.



The results reported for the local police agency grant-funded high-visibility enforcement and engagement campaign initiatives in FFY 2022 are as follows:

High-Visibility Enforcement & Engagement Campaigns	Counties	Agencies	DWI/DWAI Arrests	DWAI Drug-only Arrests	Other Arrests	V&T Summonses
Halloween: 10/29/21-11/1/21	27	66	13	1	25	391
Thanksgiving: 11/24-28, 2021	33	99	26	5	29	543
Holiday Season National Mobilization: 12/17/21-1/1/22	31	90	29	5	27	773
Super Bowl: 2/11-14, 2022	34	105	26	5	36	660
St. Patrick's Day: 3/16-20, 2022	45	149	87	6	101	1,517
Memorial Day: 5/27-31, 2022	42	132	76	8	72	1,364
July 4 th : 7/1/21-7/5/22	38	104	40	1	57	1,252
Labor Day National Mobilization: 8/19/22-9/5/22	38	128	124	7	196	2,037

In addition, 31 counties received a total of 303 requests for a DRE call-out during the grant cycle.

Last Drink and Arrest Location

DCJS and the NYSP make information available on the last location where an arrested impaired driver drank, as well as the location of the arrest, to all STOP-DWI programs throughout the state. The data are collected through the breath test instruments used at the time of the arrest. The location data are being used by STOP-DWI and law enforcement agencies to develop cooperative programs with establishments with liquor licenses that can prevent patrons from being overserved and, potentially, driving from the establishment in an impaired condition. This information also provides an invaluable tool to law enforcement in their targeted impaired driving enforcement efforts.

DCJS Impaired Driver Training and Technology Program

With funding provided by a GTSC grant, DCJS distributed 200 Alco-Sensor FST alcohol screening devices to New York State law enforcement, probation and parole agencies in FFY 2022. This equipment provides these agencies with state-of-the-art tools to aid in their impaired driving programs.



A total of 639 evidential breath test devices were repaired and/or certified on site (and an additional 420 remote certifications were performed) for use by local law enforcement.

All quarterly Last Drink and Arrest Location Reports, including Leandra's Law data, were disseminated via the NYS Integrated Justice Portal, eJusticeNY. In addition, with the completion of the Ethernet software/hardware upgrade project for all evidential New York State DataMaster Transportables (DMTs), The Division of Criminal Justice Services Office of Public Safety (DCJS-OPS) technical staff successfully continued to connect additional agencies to the DCJS server, facilitating real-time, accurate and secure transmission of evidential impaired driver data to aid in enforcement, adjudication, education, and the prevention of impaired driving offenses. The Alcohol Reference Standard was delivered to approximately 400 police agencies statewide on a bi-monthly basis for use in their evidential breath test programs. The evidential simulator replacement program has been completed as well, providing new, modern simulators ensuring less instrument downtime.

In FFY 2022, DCJS Office of Public Safety (OPS) staff administered, facilitated, documented and/or oversaw the training of 3,806 municipal law enforcement officers on the use of the DataMaster

DMT. This total includes officers who attended the Breath Analysis Operator Course, Breath Analysis Operator Instructor Course, Breath Analysis Recertification Courses, Recognizing the Cannabis Impaired Motorist, RADAR/LIDAR Instructor Courses, and/or online Ignition Interlock Device Training.

In addition, 515 police officers attended the Standardized Field Sobriety Testing (SFST) courses, including the SFST Instructor course and SFST student course. In total, the OPS provided quality training to 4,321 municipal law enforcement officers across the state during FFY 2022.

Prosecution and Adjudication of DWI Offenders

Prosecutor Training

During FFY 2022, the New York Prosecutors Training Institute (NYPTI) provided training to prosecutors and law enforcement officers on a variety of topics to improve the investigation and prosecution of impaired driving cases throughout New York State. Specific topics included SFST; impaired driving; alcohol and drug toxicology; NYS cannabis legislation; ethical issues in vehicular crimes prosecutions; and trial advocacy training for new prosecutors. Most of the live, in-person training sessions were recorded to make them available for Continuing Legal Education credit for those unable to attend the live course. In addition, NYPTI continued providing some training courses virtually. These were also recorded and are available through NYPTI's online CLE training platform.

As part of this project, GTSC also continued to fund two Traffic Safety Resource Prosecutors (TSRPs) to assist New York State district attorneys' offices with impaired driving prosecutions. Hundreds of prosecutors are trained by the TSRPs annually and have access to information from NYPTI and the TSRPs via a statewide listserv, NYPTI's Prosecutors' Encyclopedia and NYPTI's public website www.nypti.org.

Judicial Training

The Office of Court Administration (OCA) received funding for a Judicial Outreach Liaison (JOL) and a Court Analyst to educate and train judges and court personnel on traffic matters, legislation and trends; enhance communication between the courts and the highway safety community; raise awareness of the dangers posed by impaired and distracted drivers; increase the collection of fines and surcharges; and increase the number of courts submitting traffic ticket disposition data electronically to DMV. During FFY 2022, the JOL provided legal guidance and research to judges and court clerks seeking assistance. The JOL also participated in presenting training for newly elected/appointed town and village judges in December 2021, April 2022 and July 2022. In addition, the JOL and Court Analyst presented five Judicial Seminars for judges, court attorneys and court clerks; Marijuana Toxicology and Expert Testimony, the Drug Recognition Expert Evaluation, The Effects of Marijuana Legalization on Drugged Driving, DWI & IID – What forms to use and when to use them, and 10 Things You Didn't Know about DWI. These seminars were conducted virtually and were attended by a total of 1,370 attendees – a 36% increase over the previous record of 1,009 attendees in FY 2021. Additionally, the JOL conducted in-person trainings for the Monroe, Franklin, St. Lawrence and Washington County Magistrate Associations. The JOL and Court Analyst also collaborate with other agencies and entities to identify training needs and assist with specific projects. Further, the JOL is active in the Federal Region 2 working groups with other JOLs, Law Enforcement Liaisons (LELs) and TSRPs.

Toxicologist Training

The NYSP Forensic Laboratory System provides alcohol and drug testing for state and local agencies throughout New York. Continuing education is critical to the toxicologists' role in highway safety; these professionals must be kept up to date on the latest technology enhancements for testing, as well as the current state of research on the effects of alcohol and drugs on driving performance. With funding from

GTSC, toxicologists from the NYSP Forensic Investigation Center were able to receive scientific training from both national and international experts over the past year. The training venues included the Annual Meetings of the Society of Forensic Toxicologists (SOFT), the American Academy of Forensic Sciences (AAFS), and the International Association of Chemical Testing (IACT). Staff also attended specific training on alcohol-impaired driving at the Alcohol & Highway Safety: Testing, Research, and Litigation course, and drug-impaired driving at the Borkenstein Course on the Effects of Drugs on Human Performance. Several online training courses on THC isomers, international forensic toxicology issues, and new psychoactive substances were also taken. These activities are essential to maintaining expert witness qualifications.

These experts share their expertise with other toxicologists and impaired driving stakeholders throughout New York State. In support of the NYPTI, staff continued to lecture on alcohol and drug pharmacology, as well as added breakout sessions with toxicologists and a lab tour. They also partnered with the JOL to provide cannabis and expert testimony training through the Office for Judicial Initiatives.

Improvement of Toxicology Services for Impaired Driving Enforcement

GTSC's information technology (IT) investments for the NYSP Toxicology laboratory have also had significant positive impacts. The section has implemented a laboratory asset management program to electronically barcode and track all standards and materials used throughout testing processes. This greatly streamlines the work necessary to meet traceability and quality control requirements, as well as reduces human transcription errors. Current projects involve integrating the laboratory information management system (LIMS) with the various software platforms running the analytical instrumentation. Due to the IT support, the lab was also able to provide data exports and queries to support ITSMR's projects and collaborate with the National Traffic Safety Board (NTSB).

The lab is also in the process of validating evidential oral fluid testing for drug-impaired driving investigations. GTSC's long-term investment in our staff and instrumentation has been critical to these advancements.

Oral Fluid Workgroup

New York has established an Oral Fluid working group. This group consists of the NYSP Toxicology Lab, DCJS, NYPD, ITSMR, NYPTI, Albany County District Attorney's Office, Nassau County District Attorney's Office, NYSP and GTSC.

This working group has been broken down into smaller groups to focus on each important section. The goal of this group is to establish recommended guidelines for oral fluid throughout New York State. A preliminary document for recommended guidelines has been established.

DWI Offender Treatment, Monitoring, Control

NYS Office of Probation and Correctional Alternatives (OPCA) Traffic Safety and Sanctions Project

The Child Passenger Protection Act or "Leandra's Law" became effective in New York State on November 18, 2009. Effective December 18, 2009, the designation of DWI with a child under 16 years of age in a motor vehicle became classified as a Class E felony crime. A second provision of the law, effective August 15, 2010, required that individuals convicted of DWI crimes must install an ignition interlock device (IID) in any motor vehicle they own or operate and be sentenced to Conditional Discharge or Probation Supervision, in addition to any fine, fee, penalty or incarceration. Since program inception, NYS has seen 179,903 individuals ordered to install an IID as a mandatory part of their sentence, with approximately 26.1%, or 46,961, of those installing a device during the same quarter as reported by the

monitors. Ignition interlock manufacturers report that more than 79,000 individuals have installed IIDs in their motor vehicles, many times months and years following sentence once operators reclaim their licenses to drive.

The NYS DCJS/OPCA is responsible for developing and updating DCJS Regulation Title 9 NYCRR Part 358 - *Handling of Ignition Interlock Cases Involving Certain Criminal Offenders*, which codifies practice in New York. Additionally, DCJS/OPCA provides monitoring and technical assistance for the program.

Leandra's Law was updated in 2013 with several changes, including the following: the minimum IID installation period of twelve months; allowing IIDs installed prior to sentencing to be applied to the required installation period; confirming that the law applies to youthful offenders in full; and requiring operators who do not install an IID to assert under oath that they do not own and will not operate a vehicle. Activities completed and associated with this program are described below.

- After a two-year pause, OPCA was able to host the 2022 NYS Ignition Interlock Conference. This conference was well attended and included topics relevant to the monitoring of IIDs in NYS.
- OPCA staff resumed on-site visits to probation departments and conditional discharge monitors, where they held discussions with each team, reviewed DWI case files and provided feedback to help guide best practices.
- OPCA worked with the NYS Office of Information Technology Services (ITS) to create a list serve which will soon be launched, allowing probation officers and conditional discharge monitors to communicate in order to address ignition interlock-related issues.
- OPCA collaborated with DMV to continue the A4 Restriction Removal Pilot Project with several probation departments and conditional discharge IID monitors. This project improves the accuracy of DMV data by allowing monitors to email DMV the IID Certificate of Completion providing authorization to remove the A4 restriction from the operator's license and driving record.
- OPCA conducted conference calls/ongoing communication, at least quarterly, with manufacturers in order to address issues.
- OPCA staff continued to work collaboratively with other agencies to advance the state's Ignition Interlock Program.
- The annual audit of IID Manufacturers, wherein each company is required to audit every one of their Installation/Service Providers, was initiated during this grant period. The responses to the survey, and reporting audit, are due during the next grant cycle.
- Additionally, and perhaps most importantly, DCJS/OPCA has continued to use the grant money to offset the costs to localities of monitoring Leandra's Law cases. This funding is invaluable in assuring that the program continues and that the counties can continue to provide the kind of monitoring that separates New York State's IID Programs from those of other states.

Prevention, Communications, Public Information and Educational Outreach

STOP-DWI Foundation Training and Public Information and Education (PI&E) Outreach

The Foundation continued to maintain and implement updates to its "Have a Plan" mobile app. The app runs on the iOS, Android and Windows platforms. The monitoring system provides regular reports on the total number of app downloads, the total number currently installed and the most popular installed version. There have been over 19,000 mobile app downloads since its inception in August 2014.

Educational and promotional materials continued to be developed and distributed to further promote the app. The majority of users fall within the target group of 18-34 years of age.



The Foundation contracted with Column Five Media to increase awareness through social media. In the beginning stages of the contract, social media graphics were developed using statistics from

ITSMR's TSSR application. These pieces were posted on social media sites during the high-visibility enforcement and engagement campaign periods and as weekly posts.

Underage Drinking and Alcohol-Impaired Driving

NYSP Impaired Driver Identification and Underage Drinking Enforcement Program

In FFY 2022, the NYSP continued to conduct a comprehensive multifaceted strategy that included the following components: deterrence, detection, officer training, public education, and underage enforcement. Each Troop developed specific action plans for targeting impaired driving issues within the Troop. The following is a list of activities that were conducted during the grant period:

- **Underage Drinking Identification Details:** The NYSP conducted 171 Underage Drinking Identification (UDI) enforcement details during which 2,303 retail stores and 75 bars and taverns were checked. Of these, 58 bars (77%) and 2,026 retail stores (88%) were found to be in compliance. The details resulted in 291 arrests for violations of the Alcoholic Beverage Control (ABC) Law and 143 arrests for violations of the Penal Law.
- **Sobriety Checkpoints:** Each Troop conducted, at a minimum, one checkpoint each month; multi-agency checkpoints were also conducted. In total, 205 fixed sobriety checkpoints were conducted, resulting in 315 DWI, 25 DWAI-Drugs, and 94 criminal arrests.
- **Dedicated DWI Patrols:** Each Troop conducted, at a minimum, two dedicated DWI details per month per zone and two additional details at other locations identified by the Troop. Overall, 1,692 dedicated DWI patrols were conducted resulting in 316 DWI, 46 DWAI-Drugs, and 178 criminal arrests.
- **Training:** NYSP DRE instructors assisted with 6 DRE schools conducted throughout the state. Additionally, instructors assisted with the field certification training associated with those schools and with re-certification training. Members also assisted with instruction at numerous ARIDE training sessions throughout the state at the request of GTSC. Several additional ARIDE trainings were held in an effort to ARIDE-train all road patrols within the NYSP. ARIDE training was also provided to academy recruits.
- **National Holiday Campaigns:** During the National Holiday Campaign and New Year's period (December 15, 2021-January 1, 2022), the NYSP also conducted 22 sobriety checkpoints resulting in 32 DWI/DWAI-Drugs arrests. The NYSP also conducted 116 dedicated DWI patrols resulting in 26 DWI/DWAI-Drugs arrests. One DRE evaluation was performed. During the campaign, fifteen UDI details were conducted; 4 of the 14 bars checked and 24 of the 210 retail establishments were found to be out of compliance. These details resulted in 27 ABC Law charges and 13 Penal Law charges.

During the National Labor Day Campaign (August 17-September 5, 2022), the NYSP conducted 28 sobriety checkpoints resulting in 62 DWI/DWAI-Drugs arrests. In addition, 161 dedicated

patrols were conducted resulting in 21 DWI/DWAI-Drugs arrests. One DRE evaluation was performed. Also during this period, sixteen UDI details were conducted. Of the four bars and 154 retail locations that were checked, zero bars and 32 retail locations were out of compliance. This resulted in 32 ABC Law and 23 Penal Law charges.

- ***Public Information and Education (PI&E):*** Efforts continued to develop effective PI&E materials for both DWI and underage drinking issues. In a coordinated effort among programs (seatbelts, motorcycle and speed enforcement), information cards as well as other commodities were purchased emphasizing the combined traffic safety messages. These PI&E materials were developed and disseminated statewide to schools and at fairs and other events. Efforts to create alcohol and specifically drug-impaired materials will be made in the next grant cycle.

Operation Prevent – Stop Bad ID

Operation Prevent is an underage drinking enforcement and engagement initiative conducted by the DMV Division of Field Investigation (DFI) with state and local law enforcement partners throughout the state. The program is designed to prevent underage drinking at a variety of venues where minors may use counterfeit or altered identification to purchase alcohol. Target venues are identified in collaboration with local police agencies, county STOP-DWI coordinators, the State Liquor Authority and other agencies that may provide reliable information about establishments serving underage drinkers.

In addition to preventing underage drinkers from obtaining alcohol, a goal of the program is to identify the source(s) of the counterfeit or altered identification documents. Investigations into this aspect of the program seek to shut down the counterfeiting operation or to identify purveyors of fraudulent documents available through the Internet. The DFI has identified numerous websites selling counterfeit driver licenses from all over the world. In FFY 2022, DFI investigators visited 74 establishments/venues that serve alcohol, seized 929 illegal identity documents from patrons who were under the age of 21, and made 892 arrests. There were also 46 ABC violations charged.

Drugged Driving

Drug Recognition Expert Statewide Coordinator

A member of the GTSC staff continues to coordinate the DRE program in New York. The State Coordinator is responsible for coordinating and scheduling training programs that provide existing DREs the opportunity to maintain certifications that adhere to the national and New York State standards. In a continuing effort to provide the most efficient and relevant training, the State Coordinator, in conjunction with the Technical Advisory Panel (TAP), is tasked with the oversight, review and implementation of the training curriculum and sets the standards for instructor qualifications and certifications. The State Coordinator has also created a DRE Callout Application to assist with the DRE program and to allow police officers to reach DREs in a timely manner.



DRE Training Programs

GTSC staff have been working with the state's enforcement agencies to ensure that as many officers as possible maintain certification in the SFST and DRE programs. Due to the legalization of cannabis, the need for ARIDE and DRE trained officers has increased. The DRE course was offered in February, April, June, July, September and October 2022; 99 new DREs were trained and certified. A total of 432 DREs are now deployed across the state.

Advanced Roadside Impaired Driving Enforcement (ARIDE)

The ARIDE training program has been implemented in New York since FFY 2008. The two-day ARIDE course is intended to bridge the gap between the SFST training all police officers in New York receive in the Basic Course for Police Officers and the DRE training courses completed by a relatively select group of officers. The objectives of the ARIDE course are to train law enforcement officers to observe, identify and articulate the signs of impairment related to drugs, alcohol or a combination of both, in order to reduce the number of impaired driving incidents and crashes which result in serious injuries and fatalities. In FFY 2022, in an effort to train the maximum number of officers, several sixteen-hour ARIDE programs were conducted around the state.

Cooperative Approaches to Reducing Impaired Driving

In its position as the focal point for impaired driving programs in New York State, GTSC is responsible for the oversight and coordination of activities that address the problem of impaired driving at the state level; oversees the state's most comprehensive impaired driving program, STOP-DWI; and administers the state's 402 highway safety program. GTSC also leads the Advisory Council on Impaired Driving, a group that recognizes the multi-disciplinary nature of the impaired driving issue and looks for more effective approaches to reducing crashes, fatalities and injuries resulting from impaired driving. The Advisory Council is comprised of eight teams: General Deterrence/Research, Enforcement, Prosecution, Courts, Assessment and Treatment, Probation, Licensing, and Toxicology.

Research, Evaluation and Analytical Support for New York's Performance-Based Impaired Driving Program

Institute for Traffic Safety Management and Research (ITSMR) Impaired Driving Research Projects

Fact Sheets and Research Notes

In FFY 2022, ITSMR compiled the following Fact Sheets:

- Aggravated DWI (TSLED only): 2018-2020
- Aggravated DWI With Child in Vehicle: 2016-2020
- Alcohol and Drugged Driving Arrests (TSLED only): 2016-2020
- Alcohol-Related Crashes: 2016-2020
- Drug-Related Fatal and Personal Injury Crashes: 2016-2020
- Survey of Driving Behaviors, Opinions & Perceptions:
Impaired Driving: 2021
- Impaired Driving Arrests and Crashes: 2016-2020



These fact sheets are available on the ITSMR website (www.itsmr.org).

Research on Drugs and Driving

ITSMR has continued to assist the IACP with analysis of poly-drug evaluations. ITSMR has also worked with toxicologists from the NYSP Forensic Laboratory, the National Transportation Safety Board, and the IACP to set a standard for analyzing multi-substance cases.

Creation of a Statewide Toxicology Database

A group consisting of laboratory directors throughout the state met virtually in spring 2021 to discuss developing a centralized statewide database to collate toxicology results related to impaired driving. The NYSP forensic laboratory agreed to work closely with ITSMR and pilot this project. In FFY 2022 the partners continued the work by creating a list of compounds, refining data, and transmitting the data to ITSMR.

ITSMR staff have created an SFTP site, ETL software and a database to house final, standardized data. They also developed a lab onboarding program and started working with labs to overcome various technical issues that may block their participation in the program.

Enhancement of the Drug Recognition Expert (DRE) Data Entry & Management System

During FFY 2022 ITSMR continued to expand and enhance the DRE Data Entry & Management System, which has both a web-based and a mobile application. Both applications are used by DREs in the field to submit their evaluations, narratives, and corresponding toxicology results into ITSMR's DRE database. Version 5.5.2 was released in August 2022. Many improvements in this version streamline the application and make it a smoother experience for the end user; some enhancements improve users' workflow and increase overall efficiency.

ITSMR staff, with the assistance of GTSC staff, ensured that the tablets being used by each of New York's DREs were up to date with the current software and operating systems. ITSMR staff assisted with the procurement, setup and delivery of about 85 new Samsung tables to DREs. The staff continued to issue replacement tablets for older tablets that were deemed defective or had exceeded their shelf life.

Documentation including release notes, data dictionaries, user guides, training slides and tutorials were prepared or updated for the DRE Data Entry and Management System during FFY 2022.

Transfer of DRE Data to the National Highway Traffic Safety Administration (NHTSA)

During FFY 2020 NHTSA selected a new vendor to manage the DRE National Database. ITSMR staff worked closely with the vendor to establish file transfer protocols and data integrity when transferring data to the new NHTSA system. In FFY 2021 the NHTSA vendor made changes to their database and to the method used to receive data from third party sites. ITSMR has provided extracts of NY DRE data for each reporting quarter. ITSMR will continue to work with NHTSA to ensure that the Federal database accurately reflects New York's data.

Technical Support

ITSMR staff continued to provide technical support to all DREs using the mobile and web applications during FFY 2022. ITSMR staff assign DREs their tablets, configure new user accounts, and replace older tablets.

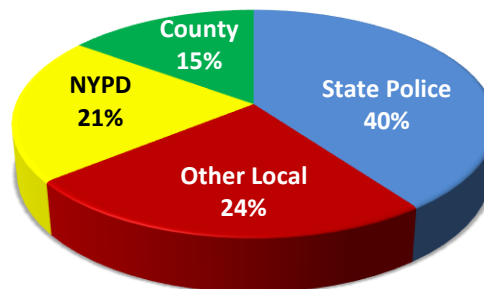
ITSMR staff continued to troubleshoot technical issues and respond to questions from DREs using the mobile and web applications during FFY 2022. They also continued to maintain/upgrade hardware, software and the applications involved.

POLICE TRAFFIC SERVICES

The Police Traffic Services (PTS) program consists of the cooperative efforts of police agencies across New York State to reduce crashes, personal injuries and fatalities through enforcement of the state’s Vehicle and Traffic Law (VTL). In 2021, police agencies in New York issued approximately 2,447,000 tickets, a 7.6% increase from the approximately 2,275,000 tickets issued in 2020.

The proportion of tickets issued by the enforcement agencies at the various jurisdictional levels is shown in the chart to the right. In 2021, the New York State Police (NYSP) issued 40% of the tickets, other local police departments issued 24%, the New York City Police Department (NYPD) issued 21%, and county law enforcement agencies issued 15%. In 2020, the distribution of tickets by enforcement agency type was similar: NYSP 39%, Other Local 23%, NYPD 22%, and County 16%.

PROPORTION OF TICKETS ISSUED BY TYPE OF POLICE AGENCY: 2021



Sources: NYS TSLED and AA systems / TSSR

Each year, a significant portion of available grant funds from the Governor’s Traffic Safety Committee (GTSC) is awarded to law enforcement agencies at the state, county and local levels. To ensure the effectiveness of New York’s traffic enforcement efforts, all applications for funding must meet the requirements of the state’s Traffic Safety Enforcement Program (TSEP); the issue to be addressed must be documented by data and the strategies proposed to address the issue must be evidence-based. In FFY 2022, GTSC staff conducted regional training sessions to assist police agencies in developing data-driven PTS grant applications consistent with the state’s evidence-based TSEP.

To ensure that New York’s traffic safety enforcement grant funds are deployed based on data-driven problem identification, GTSC identifies the statewide geographic and demographic areas of concern through analyses of crash data. GTSC then identifies police agencies with traffic enforcement jurisdiction in the most problematic areas, and through its Highway Safety Program Representatives and Law Enforcement Liaison (LEL) networks, conducts outreach to encourage agencies to apply for grant funding. Using the state’s priority areas as the framework, GTSC’s PTS grant program is the primary funding effort to direct traffic enforcement grant funds to New York’s police agencies. Enforcement efforts described under other program areas are planned, implemented and monitored in accordance with the state’s TSEP.

GTSC works with its traffic safety partners to implement new innovative programs each year. One example is “Speed Awareness Week,” a high-visibility enforcement blitz aimed at reducing speed-related crashes. Police agencies deploy targeted speed enforcement details on roadways identified as having a high incidence of speed-related crashes; both the media and the courts are notified that increased speed enforcement will be occurring.



The NYSP ran two week-long high-visibility traffic enforcement and engagement campaigns targeting speeders. The first “Speed Awareness Week” was conducted June 13-19 and the second was conducted August 15-21, 2022. Historically, these speed enforcement campaigns have been scheduled to coincide with the Montreal Grand Prix and the Annual Watkins Glen International Raceway NASCAR event. During the August campaign the NYSP and local enforcement agencies issued a total of 20,823 speed-related tickets statewide.

The NYSP also conducted successful initiatives during FFY 2022 related to distracted driving, in particular, enforcement of cell phone and texting violations. During the year, two “Operation Hang Up” details were conducted that ran concurrently with the National Highway Traffic Safety Administration (NHTSA) U Drive U Text U Pay campaigns. Each campaign focused on motorists who use their cell phone and other electronic devices while driving. Troopers issued nearly 6,747 tickets for illicit cell phone use during these campaigns. During the grant year, the NYSP issued 31,427 distracted driving tickets.

Law enforcement training programs are another important component of New York’s PTS program. One example is the commercial motor vehicle training provided by GTSC and its federal and state partners to police officers from local agencies. The intent of the training is to provide local law enforcement with the information and tools to be better equipped and prepared to contend with crashes and traffic violations involving commercial motor vehicles. Locations for the training are determined through a data-driven approach to identify counties and areas of the state that are overrepresented in commercial vehicle crashes.

ASSESSMENT OF PROGRESS

The two performance measures used to track progress in the PTS program area are Speeding-Related Fatalities and Fatal and Personal Injury Crashes Involving Cell Phone Use or Texting.

As discussed in the Performance Report presented earlier in this document, the target set for Speeding-Related Fatalities was not met. The target set for the measure related to distracted driving, the number of fatal and personal injury crashes involving cell phone use or texting, was also not met.

Status of Police Traffic Services Targets for FFY 2022

- ❖ **Speeding-Related Fatalities: Decrease the 5-year rolling average for 2018-2022 to 289.5**
This target was not met. The five-year moving average number of speeding-related fatalities for 2021 was 318.6, higher than the target of 296.4 estimated for 2021 and also higher than the target of 289.5 estimated for 2022.
- ❖ **Fatal and Personal Injury Crashes Involving Cell Phone Use and Texting: Decrease the 5-year rolling average for 2018-2022 to 487.1**
This target was met. The five-year moving average number of Fatal and PI crashes involving cell phone use or texting for 2021 was 481.6, well above the target of 469.4 set for 2021, but already meeting and exceeding the target of 487.1 set for 2022.

Adjustments Planned for Upcoming HSSP to Reduce Speeding-Related Fatalities

The increase in speeding-related fatalities is of great concern to GTSC. Although the five-year moving average for these fatalities had declined steadily from 2017 to 2019 (from 319.4 to 292.4), sharp annual increases in speeding-related fatalities in 2020 and 2021 caused the average to rise to 318.6 in 2021. This increase is consistent with national trends seen during the COVID-19 pandemic, where a surge in

risky driving behaviors including speeding was associated with an increase in fatalities, even as vehicle miles traveled decreased.

GTSC plans to continue its data-driven approach to target crashes involving speeding through the following:

- Create a new public service announcement and associated digital messaging.
- Conduct data analysis to determine “hot spot” speed-related crash locations. Focus communities will be identified and encouraged to conduct sustained speed enforcement activities.
- Add a second statewide “Speed Awareness Week” enforcement and engagement mobilization.
- Form a state-level workgroup to guide short- and long-term collaborative efforts geared toward reducing speeds, engaging the public and mitigating crashes caused by unsafe speed.

Annual Survey of New York State Drivers: Results Related to Speeding

Unsafe speed is one of the major traffic safety topics included in the survey of New York State licensed drivers’ attitudes and behaviors conducted annually online. Results related to speeding from the 2022 survey are provided below.

<i>In the past 30 days, how often have you driven more than 5 mph over the speed limit on a residential street?</i>	
	<u>2022</u>
Regularly	15.0%
Fairly often	12.4%
A few times	35.9%
Just once	5.5%
Never	29.2%
N/A	1.9%
<i>In the past 30 days, how often have you driven more than 10 mph over the speed limit on a highway?</i>	
	<u>2022</u>
Regularly	16.5%
Fairly often	15.9%
A few times	28.1%
Just once	6.5%
Never	30.6%
N/A	2.5%
<i>What do you think the chances are of getting a ticket for driving more than 5 mph over the speed limit on a residential street?</i>	
	<u>2022</u>
Very Likely	12.2%
Likely	21.5%
Neither Likely nor Unlikely	22.2%
Unlikely	29.7%
Very Unlikely	14.4%

What do you think the chances are of getting a ticket for driving more than 10 mph over the speed limit on a highway?

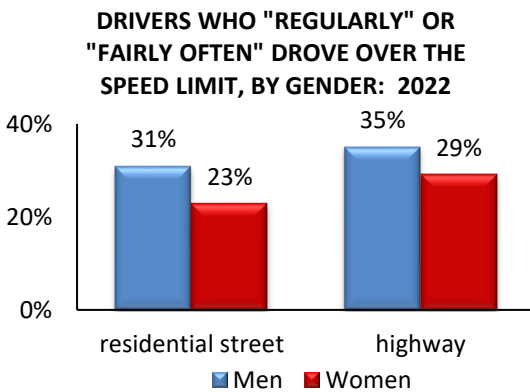
	<u>2022</u>
Very Likely	19.6%
Likely	33.0%
Neither Likely nor Unlikely	20.6%
Unlikely	17.4%
Very Unlikely	9.3%

Source: Driver Behavior Survey

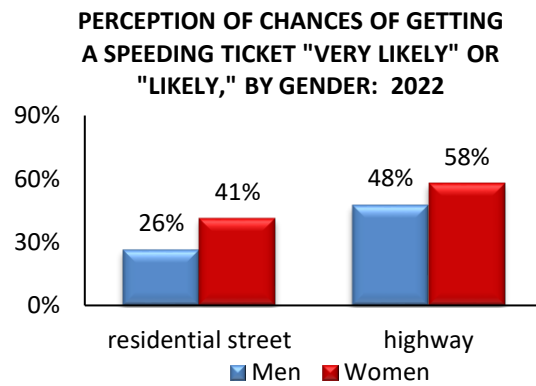
- In general, drivers surveyed in 2022 were more likely to say they drove more than 10 mph over the speed limit on a highway than to say they drove more than 5 mph over the speed limit on a residential street, and they were more likely to think the chances of getting a 10 mph speeding ticket on a highway were greater than getting a 5 mph ticket on a residential street.
- 27% of the drivers surveyed in 2022 reported that in the past 30 days they “regularly” or “fairly often” drove more than 5 mph over the speed limit on a residential street.
- 32% of the drivers reported that in the past 30 days they “regularly” or “fairly often” drove more than 10 mph over the speed limit on a highway.
- In 2022, approximately one third (34%) of the drivers thought the chances of getting a ticket for driving more than 5 mph over the speed limit on a residential street were “very likely” or “likely.”
- More than half the drivers surveyed in 2022 (53%) thought the chances of getting a ticket for driving more than 10 mph over the speed limit on a highway were “very likely” or “likely.”

Differences by Gender

Reported behaviors and perceptions related to speeding differed between men and women and among drivers in different age groups and different racial/ethnic groups.



Source: Driver Behavior Survey



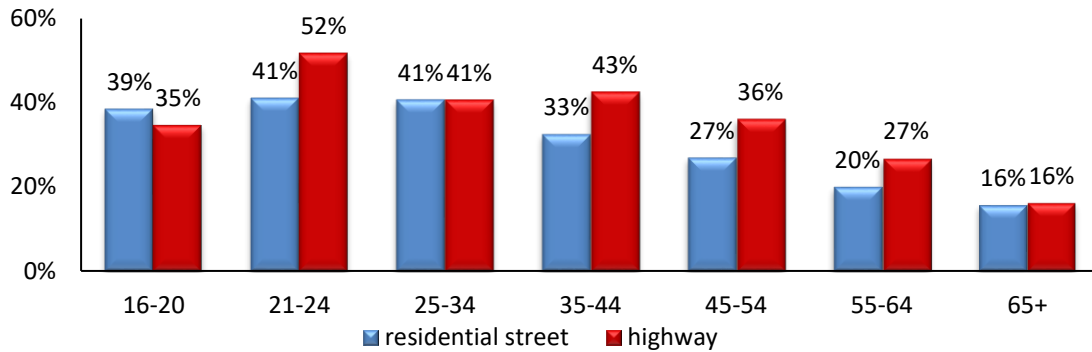
Source: Driver Behavior Survey

- Men are more likely than women to speed. In the 2022 survey, 31% of the male drivers said they drove more than 5 mph over the speed limit on a residential street in the past 30 days “regularly” or “fairly often,” compared to 23% of the female drivers.
- Similarly, 35% of male drivers reported driving more than 10 mph over the speed limit on a highway in the past 30 days “regularly” or “fairly often,” compared to 29% of the female drivers.

- Women perceived a greater risk of getting a ticket for speeding than men; in 2022, 41% of the women and 26% of the men thought the chances of getting a ticket “very likely” or “likely” for driving more than 5 mph over the speed limit on a residential street.
- Women were also more likely to think the chances of getting a ticket for driving more than 10 mph over the speed limit on a highway were “very likely” or “likely” (58%, compared to 48% of the men surveyed in 2022).

Differences by Age

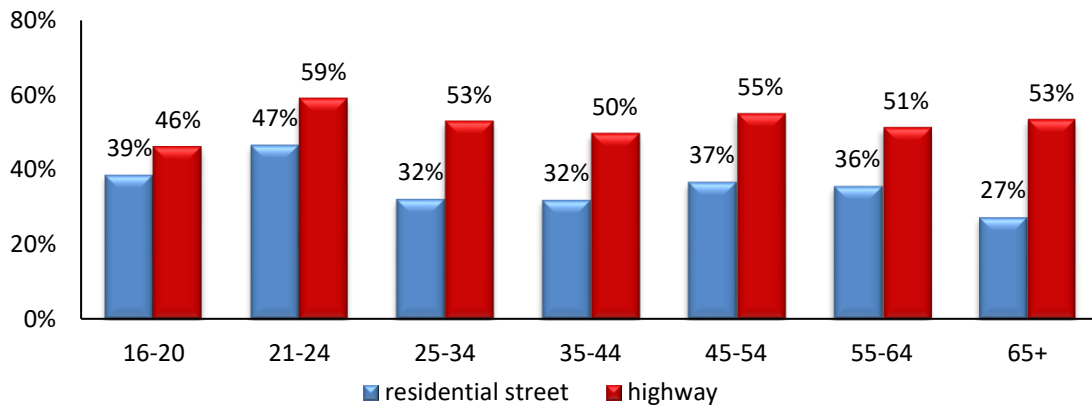
DRIVERS WHO "REGULARLY" OR "FAIRLY OFTEN" DROVE OVER THE SPEED LIMIT, BY AGE GROUP: 2022



Source: Driver Behavior Survey

- In 2022, drivers under 35 were the most likely to report that in the past 30 days they “regularly” or “fairly often” drove more than 5 mph over the speed limit on a residential street (39%-41%).
- Drivers ages 21-44 were the most likely to report in 2022 that in the past 30 days they “regularly” or “fairly often” drove more than 10 mph over the speed limit on a highway (41%-52%).
- Drivers ages 55-64 and those 65 and older surveyed in 2022 were the least likely to report that in the past 30 days they exceeded the speed limit by 5 mph on a residential street “regularly” or “fairly often” (20% and 16%, respectively).
- Drivers in these age groups were also the least likely to say they drove more than 10 mph over the speed limit on a highway (27% of 55-64-year-olds and 16% of those 65 and older).

PERCEPTION OF CHANCES OF GETTING A SPEEDING TICKET "VERY LIKELY" OR "LIKELY," BY AGE GROUP: 2022



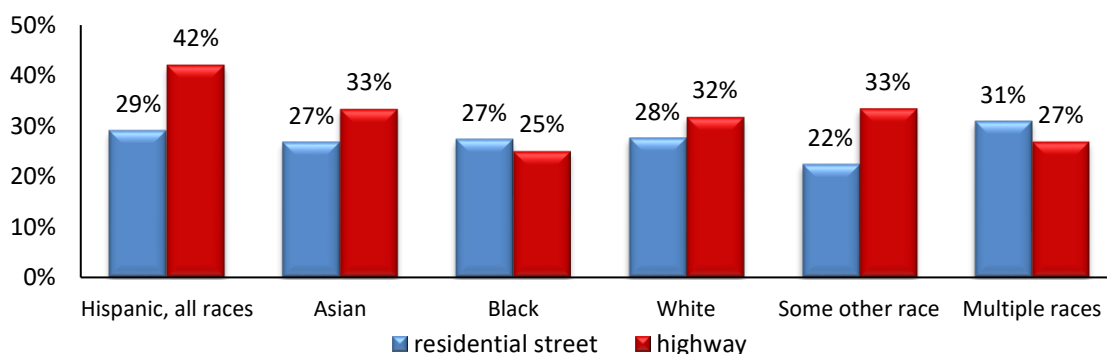
Source: Driver Behavior Surveys

- In 2022, the perception that the chances of getting a speeding ticket were “very likely” or “likely” for driving more than 5 mph over the speed limit on a residential street was highest among drivers ages 21-24 (47%) and 16-20 (39%). This perception was lowest among drivers ages 25-44 (32%) and 65 and older (27%).
- The greatest proportions of those who thought that the chances of getting a speeding ticket for driving more than 10 mph over the speed limit on a highway were “very likely” or “likely” were drivers ages 21-24 and 45-54 (59% and 55%, respectively). Fewer than half the drivers ages 16-20 had this perception (46%).

Differences by Race/Ethnicity

In the online survey, drivers were asked to respond to two separate questions, “Are you of Hispanic origin?” (Yes or No) and “What is your race? Mark one or more boxes” (White, Black or African American, Asian, American Indian or Alaska Native, Native Hawaiian or Other Pacific Islander, Some other race). Survey results were grouped into these categories: Hispanic drivers of all races, non-Hispanic Asian, non-Hispanic Black, non-Hispanic White, non-Hispanic Some other race, and non-Hispanic Multiple races.

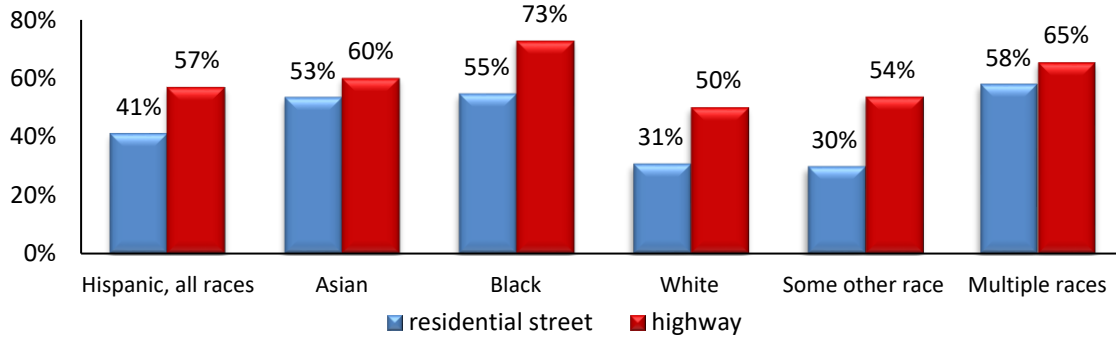
DRIVERS WHO "REGULARLY" OR "FAIRLY OFTEN" DROVE OVER THE SPEED LIMIT, BY RACE/ETHNICITY: 2022



Source: Driver Behavior Survey

- In 2022, Hispanic drivers and those who self-identified as more than one race were the most likely to report that in the past 30 days they “regularly” or “fairly often” drove more than 5 mph over the speed limit on a residential street (29% and 31%, respectively).
- Drivers of Some other race were the least likely in 2022 to report that in the past 30 days they exceeded the speed limit by 5 mph on a residential street “regularly” or “fairly often” (22%).
- Hispanic drivers, Asian drivers and those of Some other race were the most likely to report in 2022 that in the past 30 days they “regularly” or “fairly often” drove more than 10 mph over the speed limit on a highway (42%, 33% and 33%, respectively).
- Multi-racial and Black drivers were the least likely to report that they drove more than 10 mph over the speed limit on a highway “regularly” or “fairly often” (27% and 25%).

**PERCEPTION OF CHANCES OF GETTING A SPEEDING TICKET "VERY LIKELY" OR "LIKELY,"
BY RACE/ETHNICITY: 2022**



Source: Driver Behavior Survey

- In 2022, the perception that the chances of getting a speeding ticket were “very likely” or “likely” for driving more than 5 mph over the speed limit on a residential street was highest among Black and multi-racial drivers (55% and 58%, respectively). This perception was lowest among White drivers and those of Some other race (31% and 30%).
- Similarly, the greatest proportions of those who thought that the chances of getting a speeding ticket for driving more than 10 mph over the speed limit on a highway were “very likely” or “likely” were Black and multi-racial drivers (73% and 65%, respectively). White drivers and those of Some other race were least likely to have this perception (50% and 54%).

Annual Survey of New York State Drivers: Results Related to Distracted Driving

Distracted driving is another key issue that is addressed in the state’s PTS program. The survey questions in this area focused on behaviors related to using a hand-held cell phone or other portable electronic device to talk, read or manually type while driving. Additional questions asked about perceptions of the risk of being ticketed for these behaviors. Respondents were also asked how dangerous they think it is to drive while manually using a cell phone or other portable electronic device.

In the past 30 days, how often have you driven while holding and talking on a cell phone?

2022

Regularly	2.4%
Fairly often	1.7%
A few times	10.5%
Just once	4.5%
Never	79.9%
N/A	1.0%

In the past 30 days, how often have you driven while reading a message on a hand-held cell phone or other portable electronic device?

2022

Regularly	2.3%
Fairly often	3.4%
A few times	15.5%
Just once	7.4%

Never	69.9%
N/A	1.5%

In the past 30 days, how often have you driven while manually typing on a cell phone or other portable electronic device?

2022

Regularly	1.9%
Fairly often	2.5%
A few times	10.9%
Just once	4.6%
Never	78.6%
N/A	1.5%

What do you think the chances are of getting a ticket for driving while holding and talking on a cell phone?

2022

Very Likely	32.2%
Likely	28.9%
Neither Likely nor Unlikely	15.5%
Unlikely	14.6%
Very Unlikely	8.8%

What do you think the chances are of getting a ticket for driving while manually typing on a cell phone or other portable electronic device?

2022

Very Likely	34.6%
Likely	27.5%
Neither Likely nor Unlikely	15.3%
Unlikely	13.6%
Very Unlikely	9.0%

Do you think driving while manually using a cell phone or other portable electronic device is...

2022

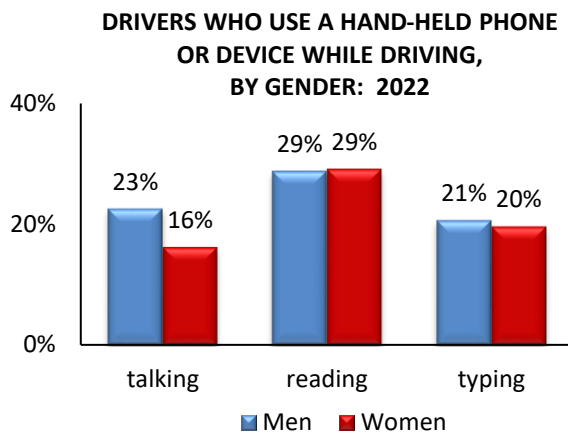
Very dangerous	80.8%
Moderately dangerous	17.4%
Not dangerous at all	1.7%

Source: Driver Behavior Survey

- In 2022, 19% of the drivers reported that they drove while holding and talking on a cell phone at least once in the past 30 days.
- 29% of the drivers said they drove while reading a message and 20% said they drove while manually typing on a cell phone or other portable electronic device at least once in the past 30 days.
- 61% of those surveyed in 2022 thought the chances of getting a ticket for driving while holding and talking on a cell phone were “very likely” or “likely.”
- A similar proportion, 62%, thought the chances of getting ticketed for driving while manually typing on a cell phone or other portable electronic device were “very likely” or “likely.”
- In 2022, 81% of the respondents thought that driving while manually using a cell phone or other portable electronic device is “very dangerous.”

Differences by Gender

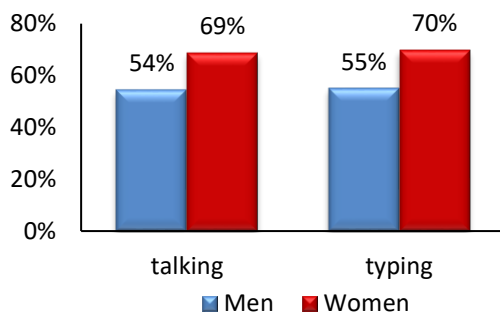
Further analyses by driver characteristics showed differences in behaviors and perceptions related to distracted driving by gender, age and race/ethnicity.



Source: Driver Behavior Survey

- Men were more likely than women to hold and talk on a cell phone while driving. In 2022, 23% said they did so at least once in the past 30 days, compared to 16% of women.
- Almost 3 in 10 men and 3 in 10 women surveyed in 2022 reported that they drove while reading a message on a hand-held cell phone or other portable electronic device at least once in the past 30 days (29% for both men and women).
- Similar proportions of male and female drivers in 2022 also said that they drove while manually typing on a cell phone or other portable electronic device at least once in the past 30 days (21% and 20%, respectively).

PERCEPTION OF THE CHANCES OF GETTING A TICKET "VERY LIKELY" OR "LIKELY" FOR USING A HAND-HELD PHONE OR DEVICE WHILE DRIVING, BY GENDER: 2022

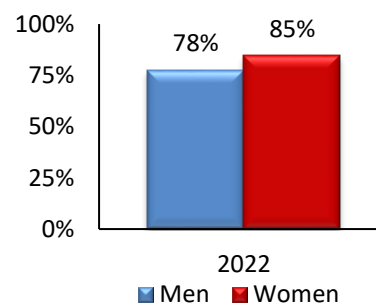


Source: Driver Behavior Survey

- The perception of risk of getting a ticket for either talking on a hand-held cell phone or manually typing while driving was higher among female drivers in 2022.
- In 2022, 69% of women thought the chances of getting a ticket for talking on a hand-held cell phone while driving were "very likely" or "likely," compared to 54% of men.
- Similarly, 70% of women in 2022 thought the chances of getting a ticket for driving while manually typing on a cell phone or other portable electronic device were "very likely" or "likely," compared to 55% of men.

- The large majority of both men and women thought that driving while manually using a cell phone or other portable electronic device is "very dangerous" (78% of men and 85% of women in 2022).

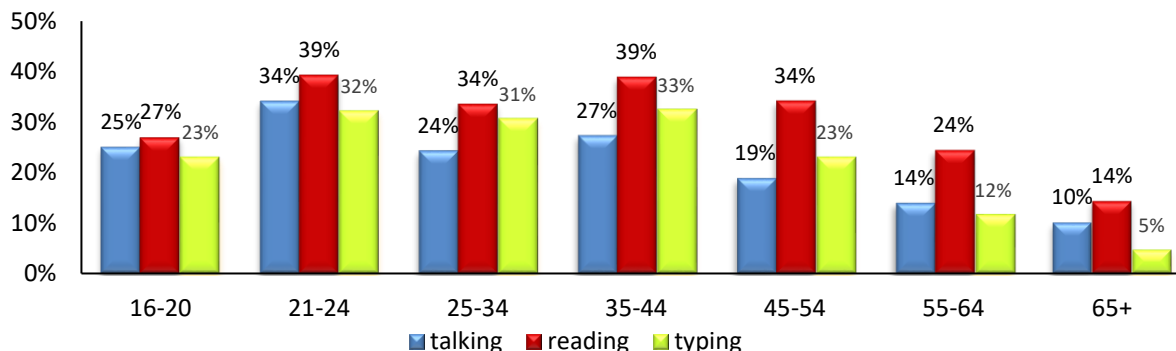
PERCEPTION THAT DRIVING WHILE MANUALLY USING A PHONE OR DEVICE IS "VERY DANGEROUS," BY GENDER



Source: Driver Behavior Survey

Differences by Age

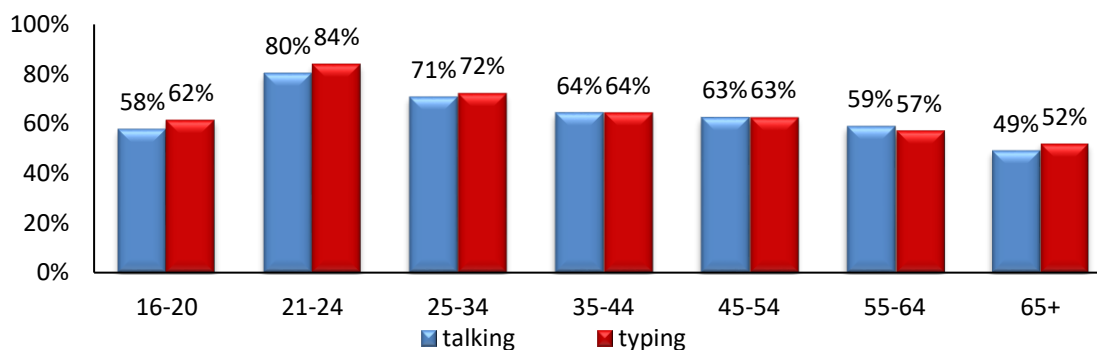
DRIVERS WHO USE A HAND-HELD PHONE OR DEVICE WHILE DRIVING, BY AGE GROUP: 2022



Source: Driver Behavior Survey

- In 2022, drivers ages 21-24 were the most likely to say that in the past 30 days they drove at least once while holding and talking on a cell phone (34%), followed by drivers ages 35-44 (27%). Drivers ages 45 and older were the least likely to report this behavior (10%-19%).
- Among those who said in 2022 that they drove while reading a message on a hand-held cell phone or other portable electronic device at least once in the past 30 days, the largest proportions were drivers ages 21-24 and 35-44 (each 39%), and the smallest proportions were those ages 55-64 and 65 and older (24% and 14%, respectively).
- Drivers ages 21-24 and 35-44 were also the most likely to report driving while manually typing on a cell phone or other portable electronic device at least once in the past 30 days (32% and 33%), and the oldest drivers were the least likely to report driving and typing (12% of those 55-64 and 5% of those 65 and older).

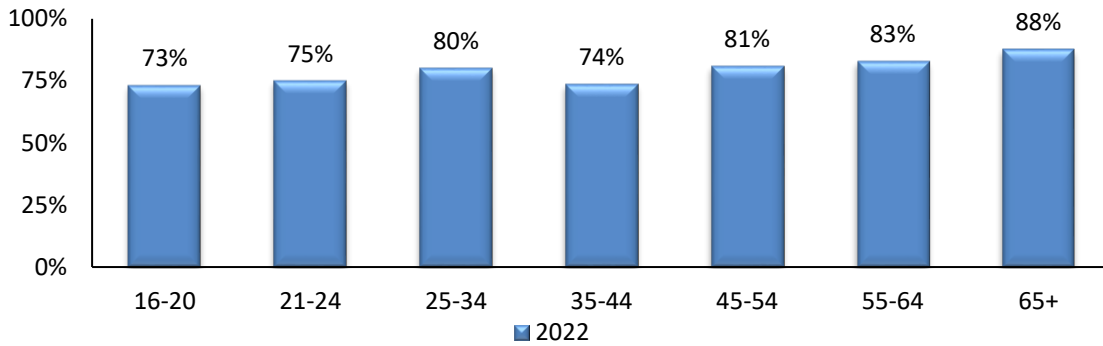
PERCEPTION OF THE CHANCES OF GETTING A TICKET "VERY LIKELY" OR "LIKELY" FOR USING A HAND-HELD PHONE OR DEVICE WHILE DRIVING, BY AGE GROUP: 2022



Source: Driver Behavior Survey

- For the age groups surveyed in 2022, the perception of risk of being ticketed for driving while holding and talking on a cell phone was similar to the perception of risk of being ticketed for driving while manually typing on a cell phone or other portable electronic device.
- In general, the perception of these risks declined with age.
- In 2022, eight out of ten drivers ages 21-24 thought getting a ticket was "very likely" or "likely" for driving while holding and talking on a cell phone (80%) and for driving while manually typing on a cell phone or other portable electronic device (84%). About half of the drivers 65 years of age and older shared these perceptions (49% for talking and 52% for typing).

PERCEPTION THAT DRIVING WHILE MANUALLY USING A PHONE OR DEVICE IS "VERY DANGEROUS," BY AGE GROUP

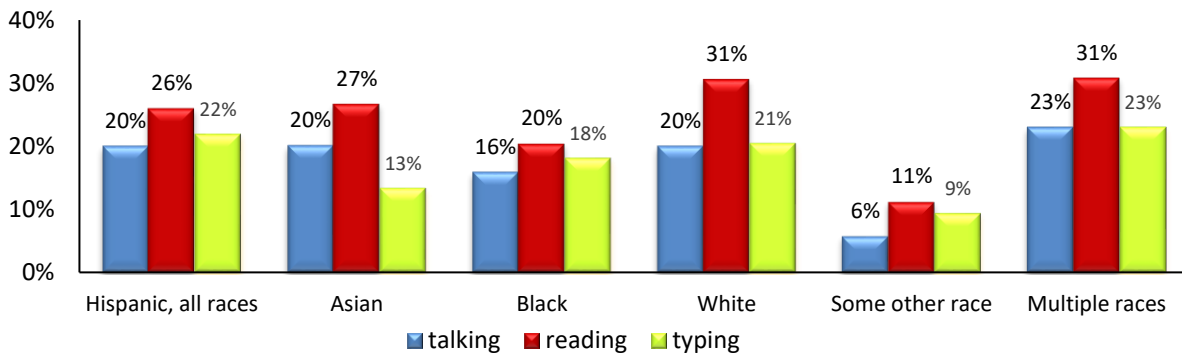


Source: Driver Behavior Survey

- In 2022, the proportions of drivers who thought driving while manually using a cell phone or other portable electronic device is “very dangerous” generally increased with age, ranging from a low of 73% among drivers ages 16-20 to a high of 88% among drivers 65 and older.

Differences by Race/Ethnicity

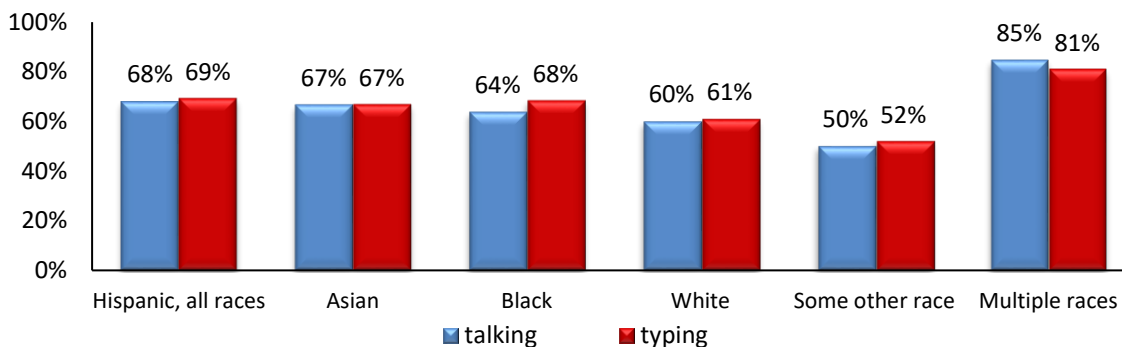
DRIVERS WHO USE A HAND-HELD PHONE OR DEVICE WHILE DRIVING, BY RACE/ETHNICITY: 2022



Source: Driver Behavior Survey

- In 2022, 23% of the multi-racial drivers surveyed said that in the past 30 days they drove at least once while holding and talking on a cell phone. This proportion was slightly higher than the responses of the Hispanic, Asian and White drivers surveyed (each 20%). Drivers of Some other race were the least likely to report this behavior (6%).
- Among those who said in 2022 that they drove while reading a message on a hand-held cell phone or other portable electronic device at least once in the past 30 days, the largest proportions were White and multi-racial drivers (31% each), and the smallest proportion was those of Some other race (11%).
- Multi-racial, Hispanic and White drivers were the most likely to report driving while manually typing on a cell phone or other portable electronic device at least once in the past 30 days (23%, 22% and 21%). Asian drivers and those of Some other race were the least likely to report driving and typing (13% and 9%).

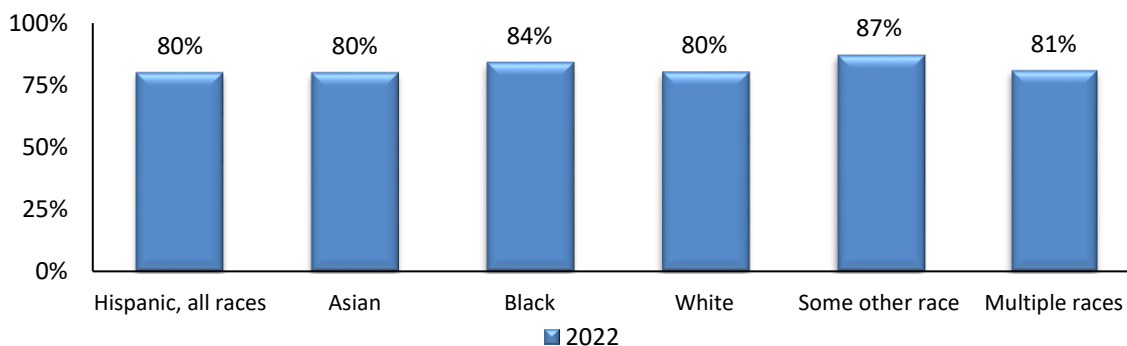
PERCEPTION OF THE CHANCES OF GETTING A TICKET "VERY LIKELY" OR "LIKELY" FOR USING A HAND-HELD PHONE OR DEVICE WHILE DRIVING, BY RACE/ETHNICITY: 2022



Source: Driver Behavior Survey

- For the racial/ethnic groups surveyed in 2022, the perception of risk of being ticketed for driving while holding and talking on a cell phone was similar to the perception of risk of being ticketed for driving while manually typing on a cell phone or other portable electronic device.
- Greater proportions of multi-racial drivers thought getting a ticket for these behaviors was “very likely” or “likely,” and smaller proportions of drivers of Some other race thought so.
- 85% of multi-racial drivers in 2022 thought getting a ticket was “very likely” or “likely” for driving while holding and talking on a cell phone, and 81% of them thought the same of driving while manually typing on a cell phone or other portable electronic device.
- About half of the drivers of Some other race had these perceptions (50% for talking and 52% for typing while driving).

PERCEPTION THAT DRIVING WHILE MANUALLY USING A PHONE OR DEVICE IS "VERY DANGEROUS," BY RACE/ETHNICITY



Source: Driver Behavior Survey

- In 2022, the proportions of drivers who thought driving while manually using a cell phone or other portable electronic device is “very dangerous” ranged from 80% of Hispanic, Asian and White drivers to 87% of drivers of Some other race.

POLICE TRAFFIC SERVICES PROJECTS AND ACTIVITIES FUNDED IN FFY 2022

New York used a data-driven approach to identify a comprehensive set of strategies for the state’s PTS program that collectively will contribute to progress in meeting the state’s highway safety targets set in the FFY 2021 HSSP. The PTS grant program provided funding to law enforcement agencies to conduct enforcement of the Vehicle and Traffic Law. This objective is consistent with New York State’s ongoing commitment to reduce motor vehicle crashes and their resulting injuries and fatalities. Included under

the strategies listed below are descriptions of selected projects that highlight the activities undertaken. The complete list of projects implemented in FFY 2021 is included as Appendix A. The project title, number and amount of funds awarded are provided for each project.

Enforcement of Traffic Violations

Traffic enforcement plays a vital role in New York’s efforts to reduce crashes, injuries and fatalities through the funding awarded to law enforcement agencies each year. The specific evidence-based strategies implemented by these agencies are described under the PTS Program as well as under other program areas including impaired driving, occupant protection and motorcycle safety. Enforcement deployment strategies are continually evaluated and adjusted to accommodate shifts and changes in priorities identified through monitoring key measures. This data-driven approach ensures continued progress toward the established performance goals.



Police Traffic Services Grants

Through its PTS grant program, GTSC awarded 242 grants to municipal and county police agencies in FFY 2022. The award amounts for PTS grants must be less than \$50,000; in FFY 2022, PTS awards ranged from approximately \$1,600 to \$41,000.

PTS grant funds are intended to support enforcement efforts directed toward local traffic safety problems including but not limited to speeding, aggressive driving, distracted driving, motorcycle safety, pedestrian safety and occupant restraint use. All agencies receiving a PTS grant are required to participate in the fourteen-day national Click It or Ticket seat belt enforcement mobilization conducted in May of each year. *(See the Occupant Protection program area for more details on New York’s participation in the annual seat belt enforcement mobilization).*

On March 29, 2022, GTSC staff once again provided PTS Grant Application Training in collaboration with the New York State Association of Chiefs of Police (NYSACOP). The training continued to provide valuable information and best practices for current and future grantees on how to submit the most effective data-rich applications possible. The training was very well received by all who participated.

Law enforcement agencies in the 20 jurisdictions identified as focus communities in New York’s Pedestrian Safety Action Plan (PSAP), and who receive PTS grants are also encouraged to participate in the state’s annual *Operation See! Be Seen!* high-visibility pedestrian enforcement and engagement campaign. *(See the Nonmotorized program area for more information on the PSAP, the See! Be Seen! Campaign and other pedestrian safety enforcement efforts).*

The table below provides the number of tickets PTS grantees reported were issued during grant-funded enforcement activities. In FFY 2022, the 243 local agencies receiving PTS grants issued over 24,300 tickets for traffic violations. The largest number were issued for speeding violations, followed by violations related to aggressive driving.

TICKETS ISSUED BY PTS GRANTEES DURING GRANT-FUNDED ACTIVITIES IN FFY 2022

Speeding	47,869
Aggressive Driving	5,136

Distracted Driving (Cell Phone/Texting)	10,079
Seat Belt/Child Restraint	13,851
Other Tickets	34,786
TOTAL TICKETS	111,721

Examples of the projects funded under the PTS grant program in FFY 2022 are provided below.

Ontario County Sheriff's Office

Ontario County is in the Finger Lakes Region of western NY. The Ontario County Sheriff's Office (OCSO) provides police services to the County's 112,000 residents. The OCSO emphasizes highway safety efforts within its ranks and as such they are a long-time recipient of GTSC Police Traffic Services (PTS) grants. Their highway safety engagement efforts in 2021, supplemented with a GTSC PTS grant, have shown positive results at a time when most jurisdictions are seeing the needle move in the wrong direction. In 2021 the OCSO responded to 1,681 reportable crashes, fewer than the prior three years (2020 – 1,756; 2019 – 1,968; 2018 – 1,706). In 2021, they responded to 232 personal injury (PI) crashes, the lowest number in at least the last five years, with the 2016-2020 5-year PI number averaging 270. It is likely that the OCSO's traffic enforcement activity contributed to these crash reductions. In 2021 they issued 5,151 tickets, a significant increase over 2020 (4,494). The OCSO targeted dangerous driving behaviors during 2021 as they issued 862 aggressive driving tickets, a 17% increase over 2020.

West Seneca Police Department

West Seneca is a first ring suburb of the City of Buffalo, located in Erie County. This agency services over 45,000 citizens, patrols over 150 miles of local roads and state highways and protects one of the largest school districts in New York State. The West Seneca Police Department's approach to traffic safety is threefold—strict enforcement, education, and prevention. The West Seneca Police Department historically conducts a comprehensive traffic safety program and consistently delivers internal and external messages that traffic enforcement on the town's roads is always a top priority for the department. To further demonstrate their commitment, during the first nine months of 2022, West Seneca police officers issued 2,747 traffic tickets, 787 of which were for excessive speed violations. Further, traffic enforcement efforts have had a significant impact on the reduction of auto crashes in the Town in 2022 compared to 2021.

New York State Police Speed Enforcement Program

In FFY 2022, 20,837 hours of NYSP overtime were allotted for targeted speed enforcement in conjunction with a number of initiatives including No Empty Chair, I-95 Drive to Save Lives and Operation Work Brake, which is conducted on the New York State Thruway. During the year, 3,321 speed enforcement details were conducted and 36,635 speeding tickets and 13,121 tickets for other violations were written. In addition, 31 impaired driving arrests and 67 criminal arrests were made. The number of speeding tickets issued has increased nearly 14% from the 32,167 previously issued in FFY 2021.



The Operation Work Brake speed enforcement detail was conducted as part of National Work Zone Awareness Week April 11-15, 2022. During this initiative New York State Troopers issued a total of 1,916 tickets, including 907 speeding tickets.

Speed Awareness Week: GTSC invited law enforcement partners to participate in its third annual “Speed Awareness Week” – a high-visibility enforcement and engagement blitz aimed at reducing speed-related crashes. GTSC recommended that targeted speed enforcement details should occur on roadways where data indicate there is a crash issue related to speed. Police agencies were also encouraged to promote the campaign in their communities and to alert media and the courts that increased speed enforcement would be occurring.

The NYSP ran two successful week-long “Speed Awareness Week” campaigns. Both were conducted in the summer months and were intended to coincide with the Montreal Grand Prix race and the annual NASCAR racing event held at Watkins Glen International Raceway. Targeted speed high-visibility enforcement and engagement campaigns were conducted June 13th-19th and August 15th-21st, 2022. During the August 15th-21st speed enforcement wave, the NYSP and the local agencies participating in the campaigns issued a total of 62,333 tickets. Of the total tickets issued 20,823 were speed-related.

New York State Police Distracted Driving Program

During FFY 2022, the NYSP conducted several successful initiatives related to distracted driving focusing on enforcement of cell phone and texting violations. Over 6,521 hours of overtime were used to conduct 1,154 distracted driving details around the state, resulting in 6,796 tickets written during distracted driving details and 8,547 distracted driving tickets written during any grant-funded detail. The NYSP wrote a total of 27,858 distracted driving tickets in FFY 2022.

The NYSP conducted an additional distracted driving traffic enforcement program called “Operation Hang Up.” Motorists who use their cell phones and other electronic devices while driving are the focus of the program. In FFY 2022, “Operation Hang Up” was once again implemented in October and April to coincide with the National U Drive, U Text, U Pay campaign. The FFY 2022 details yielded a total of 6,747 tickets for talking and texting while driving.

TICKETS ISSUED BY STATE POLICE DURING DISTRACTED DRIVING DETAILS IN FFY 2022

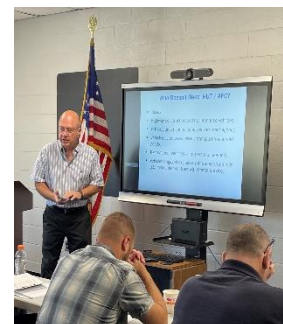
VTL Violation	Tickets Issued
1225C (Cell Phone)	2,678
1225D (Texting)	4,069
Total 1225 C&D	6,747
Other VTL	7,401
Total 1225 & Other VTL	14,148

Law Enforcement Training Programs

In addition to the programs highlighted below, GTSC provides training for law enforcement officers in the following areas: impaired driving, motorcycle, pedestrian and bicycle safety. Descriptions of these other training programs and their accomplishments can be found under the appropriate program areas.

Commercial Motor Vehicle Awareness Training for Law Enforcement

The Commercial Motor Vehicle Awareness Training is a one-day, data-driven enforcement program designed specifically for police officers assigned to patrol duties and other traffic-related enforcement assignments. The training course was developed to address the issue of large truck and bus crashes and fatalities resulting from unsafe driving behaviors. For FFY 2022, the curriculum content update and re-development begun in FFY 2021 was completed. The collaborative endeavor by GTSC in partnership with NYSACOP and New York State Department of Transportation’s Motor Carrier Compliance Bureau is taught by a retired New York State Police Commercial Vehicle Enforcement Unit certified master instructor. A total of three training classes were conducted in FFY 2022.



The fundamental goal of the training remains the same: to provide law enforcement officers with the safety and enforcement information needed to handle crashes and common traffic violations involving commercial motor vehicles. Locations for the regional training programs continue to be established through data analysis that identifies counties overrepresented in commercial motor vehicle crashes. Training instructors will continue to update the course curriculum to address emerging traffic safety issues involving large trucks and buses. Examples include a more focused attention on drowsy driving awareness, load securement issues and violations, training on completing the DMV Truck and Bus Supplemental Police Accident Report (Form MV-104S), and incorporating a component on building partnerships to support the Federal Motor Carrier Safety Administration “Our Roads, Our Safety – Partnership for Responsible Driving” campaign to help raise awareness among the general driving public about operating safely around and sharing the road with large trucks and buses.

Empire State Law Enforcement Traffic Safety Conference (ESLETS)

Each year, the ESLETS conference provides training to approximately 300 law enforcement and traffic safety professionals across New York State. With support from GTSC, this forum was developed with a “by law enforcement for law enforcement” focus. Attendees receive instruction on contemporary traffic safety issues and trends in enforcement and technology; ESLETS also provides the opportunity to network with representatives from other police agencies. The planning committee for the annual conference includes representatives from the NYSP, GTSC, NYS Sheriffs’ Association (NYSSA) and NYSACOP.



The 2022 ESLETS conference took place on April 5th-6th, 2022, in Syracuse, New York. Nearly 300 law enforcement officers attended, representing 81 different agencies and 13 participating vendors. Various presenters spoke to attendees and offered a great deal of information for the betterment of law enforcement practices.

Communications and Outreach

Statewide Law Enforcement Liaison Program

GTSC provides funding to support law enforcement outreach and education. The NYSP and NYSSA each have LELs embedded at GTSC. The NYSACOP model includes a Traffic Safety Services Coordinator and Traffic Safety Outreach Liaisons that interact with municipal agencies. Regardless of the model or location, the three organizations work collaboratively to promote cooperation and communication related to current traffic safety issues. The LELs work in concert with GTSC program representatives and with the state’s law enforcement agencies in the research, development, implementation and evaluation of various traffic safety projects and initiatives. They offer information and expertise to law enforcement concerning traffic safety issues while representing and promoting the concerns of their specific constituents. They also work in close cooperation with the NHTSA Region 2 Law Enforcement Liaison, especially regarding training issues and national high-visibility enforcement and engagement campaigns promoted by NHTSA.

MOTORCYCLE SAFETY

While the number of motorcycle registrations declined 2% between 2017 and 2021, the number of motorcycle licenses issued also declined, by 3%. The popularity of motorcycles for both transportation and recreation and the vulnerability of motorcyclists underscore the need for an effective Motorcycle Safety Program to address safety issues on NYS highways.

NEW YORK STATE REGISTERED MOTORCYCLES AND MOTORCYCLE LICENSES

	2017	2018	2019	2020	2021	2017-2021 % Change
Registered Motorcycles	347,536	344,688	342,811	333,641	339,514	-2.3%
Motorcycle Licenses	754,601	751,837	744,344	746,173	730,014	-3.3%

Source: NYS DMV Driver License and Registration files / TSSR

For more than a decade, the Department of Motor Vehicles (DMV) has been responsible for promoting and administering a program of motorcycle rider training courses, motorcycle course instructor training and public awareness. The New York State Motorcycle Safety Program (NYSMSP), a legislatively mandated motorcycle rider education program, is supported through user fees and surcharges on motorcycle registrations and licenses. The motorcycle road test is waived for drivers who successfully complete a training course. The Motorcycle Safety Foundation (MSF) is under contract with DMV to deliver the state’s motorcycle rider education program through September 2024.

As part of a comprehensive approach to improving motorcycle safety, GTSC has provided support for police officer training, statewide awareness campaigns and numerous educational activities for both motorcyclists and other motorists. One of the most successful programs continues to be a specialized training program for law enforcement officers developed through the collaboration of GTSC, the New York State Police (NYSPP), the NYS Association of Chiefs of Police (NYSACOP) and the DMV Motorcycle Safety Program Office (MSO). In FFY 2022, the Practical Guidelines for Motorcycle Enforcement Training was provided to 106 enforcement officers representing 50 different police agencies.



In FFY 2022, the Motorcycle Safety Workgroup, which includes representatives from GTSC, DMV, NYS Department of Health (DOH), NYSACOP, MSF, ITSMR, the NYSPP and local law enforcement, continued to explore the development of new countermeasures and campaign messaging to reach the state’s diverse riding population.

ASSESSMENT OF PROGRESS

There are four performance measures used to track progress in the Motorcycle Safety Program Area: Motorcyclist Fatalities, Unhelmeted Motorcyclist Fatalities, Motorcyclists Injured in Crashes, and Number of Fatal & Personal Injury (PI) Crashes Involving a Motorcycle and Another Vehicle in High-Risk Counties. As discussed in the Performance Report presented earlier in this document, the target set for one of these measures was met.

Status of Motorcycle Safety Performance Targets for FFY 2022

- ❖ **Motorcyclist Fatalities (State Data):** Decrease the 5-year rolling average for 2018-2022 to 141.6
This target was not met. The 2021 five-year average of 162.2 was higher than the estimated targets for both 2021 (142.9) and 2022 (141.6).
- ❖ **Unhelmeted Motorcyclist Fatalities (State Data):** Decrease the 5-year rolling average for 2018-2022 to 8.7
This target was not met. The 2021 five-year average of 12.4 was higher than the target estimated for 2021 (9.2) and also higher than the target estimated for 2022 (8.7).
- ❖ **Motorcyclists Injured in Crashes (NYS AIS):** Decrease the 5-year rolling average for 2018-2022 to 4,002.8
This target was met: The 2021 five-year average of 3,837.6 was lower than the target set for both 2021 (4,059.7) and 2022 (4,002.8).
- ❖ **Number of Fatal & PI Crashes Involving a Motorcycle and Another Vehicle in High-Risk Counties (NYS AIS):** Decrease the 5-year rolling average for 2018-2022 to 1,279.9
This target was not met: The 2021 five-year average of 1,312.0 was higher than the target set for 2022 (1,279.9).

Adjustments Planned for Upcoming HSSP to Reduce Motorcyclist Fatalities and Unhelmeted Motorcyclist Fatalities

The increase in motorcyclist fatalities is of great concern to GTSC. Although the five-year moving average for these fatalities had declined from 2017 to 2019 (from 149.0 to 143.0), sharp increases in motorcyclist fatalities in 2020 and 2021 caused the average to rise to 162.2. This increase is consistent with national trends seen during the COVID-19 pandemic, where overall traffic fatalities rose 7% from 2019 to 2020, and fatalities among motorcyclists increased by 9%, even as vehicle miles traveled decreased 13% (NHTSA Report No. DOT HS 813 115 & DOT HS 813 118).

Along with the increase in motorcyclist fatalities, the sharp rise in unhelmeted motorcyclist fatalities is of great concern to GTSC. The five-year average for these fatalities had declined from 11.2 in 2017 to 8.8 in 2019, but increased to 12.4 in 2021, after that year's high annual fatality total of 20.

GTSC plans to continue its data-driven approach to target motorcyclist fatalities and unhelmeted motorcyclist fatalities through the following:

- Expand motorcycle enforcement education and improve the curriculum.
- Work with the Department of Health on new updated public service announcements.
- Move messaging across the state to follow the most up-to-date crash data.

Adjustments Planned for Upcoming HSSP to Reduce the Number of Fatal & PI Crashes Involving a Motorcycle and Another Vehicle in High-Risk Counties

The increase in the number of fatal and PI crashes involving a motorcycle and another vehicle in the high-risk counties of Kings, Queens, Bronx, Suffolk, New York and Nassau is also of great concern to GTSC. Although the five-year moving average for these fatalities declined from 2017 to 2020 (from 1,310.4 to 1,289.0), a sharp annual increase pushed the five-year average for 2021 to 1,312.0.

GTSC has already begun to implement initiatives to increase motorists' awareness of motorcycles and thereby reduce these crashes. GTSC plans to continue its data-driven approach to target F & PI crashes involving a motorcycle and another vehicle in high-risk counties through the following:

- Replace gas station marketing with a new marketing campaign to expand the reach to the motoring public.

MOTORCYCLE SAFETY PROJECTS AND ACTIVITIES FUNDED IN FFY 2022

New York used a data-driven approach to identify comprehensive strategies for the state’s Motorcycle Safety Program that collectively will contribute to progress in meeting the highway safety targets set in the FFY 2022 HSSP. Included under the strategies listed below are descriptions of selected projects that highlight the activities undertaken. The complete list of projects implemented in FFY 2022 is included as Appendix A. The project title, number and amount of funds awarded are provided for each project.

Motorcycle Rider Training and Education

The NYSMSP has provided motorcycle rider education in New York since 1998. The MSF is currently under contract with the NYS DMV to deliver the training program through September 2024. All MSF-sponsored training sites participating in the NYSMSP offer the 16-hour Basic Rider Course® (BRC) and most offer the 8-hour Basic Rider Course 2 License/Waiver Course (BRC2-LW). The DMV MSO continues to be responsible for oversight measures that ensure the NYSMSP’s objectives are maintained.



The BRC is geared toward beginning riders and covers the basics of operating a motorcycle and mental strategies for safe operation. Each rider is provided with a training motorcycle and helmet during the course. In FFY 2022, the loaner helmet program was temporarily suspended due to the pandemic. Students were instructed to bring their own DOT-approved helmet. MSF-certified instructors teach participants about different types of motorcycles, layout, and operation of the basic controls, and how to become a safer, more responsible rider. On the rider training range, instructors guide participants through the basic skills of straight-line riding, stopping, shifting, turning, and progressing to swerving and emergency braking. The BRC2-LW is a condensed version of the BRC and is geared toward riders who have a motorcycle permit and at least 30 hours of riding experience, including 10 hours in medium to heavy traffic. Successful completion of either the BRC or the BRC2-LW enables graduates to waive the DMV road test when applying for a motorcycle license.

The MSF offers a number of other rider education courses in New York through the NYSMSP. Although not funded under the Motorcycle Safety Program, these courses serve the varying needs of motorcyclists over their riding lifetime. These courses include the 3WBRC for riders of 3-wheel motorcycles. Riders may bring their own 3-wheel motorcycle, or one may be provided. The 3WBRC also provides a New York DMV road test waiver upon completion of the course. Other courses that are offered by the MSF include the BRC2-Skills Practice, Introductory Motorcycle Experience, Basic Bike-Bonding Rider Course, Ultimate Bike-Bonding Rider Course, and Advanced Rider Course.

Motorcycle rider training is provided throughout the year, weather and range conditions permitting. The number of active training ranges and class offerings can be expanded and contracted throughout the year based on public demand and weather conditions. The year-round training capacity and the number of training sites that are able to expand and contract with demand has led to a decrease in the wait time

for available courses and more convenient training options for students. More than 232,930 motorcyclists have participated in the NYSMSP and have been trained in MSF courses since the program began in 1998.

Although this program operates under a dedicated highway safety-funding stream supported by motorcycle license and registration fees, highway safety grant funding is used to promote motorcycle safety and motorist awareness through targeted public information and education materials and activities and participation in public events and safety conferences.

Communications and Outreach

Public Information and Education

For the 2022 observation of National Motorcycle Safety Awareness Month, GTSC used social media to promote motorcycle safety. They also held a press event at Hudson Valley Community College in Troy on May 13th, 2022. Victim impact speaker Mike Riecke, who lost his son in a motorcycle crash, Rensselaer County Sheriff Patrick Russo, and Ben Zadrozny from the MSF discussed the importance of safe riding.



Motorist awareness of motorcycles continues to be the primary focus of GTSC's public information campaign, as well as the focus of DMV's grant-funded motorcycle safety awareness efforts. GTSC has responded to many requests for motorcycle awareness traffic safety materials from family and friends of victims of motorcycle crashes and others who want to disseminate the motorcycle awareness message.

The New York State Association of Traffic Safety Boards also continues to be a strong proponent of raising motorist awareness of motorcycles. With funding received from GTSC, support was provided for a teacher in Oswego to convey this message through motorcycle safety presentations delivered in driver education classes, as well as through the dissemination of safety materials. The New York State Association of Traffic Safety Boards is working to develop a train the trainer program to expand their network of trainers across the state.

In FFY 2022, preliminary data indicated that motorcycle crashes were still continuing to spike. GTSC sent a press release to local media outlets urging motorists and motorcyclists to use caution. Drivers were reminded to share the road and watch for motorcycles.

In FFY 2022, presentations were made at 80 different high schools, primarily to driver education classes. 1,622 students were reached during the grant year. In total, 100 educational classes were offered in 34 counties. Additionally, 7,610 lawn signs and 20 banners with the message "Look Twice Save a Life" were distributed. The lawn signs that were colored pink, representing the increase in female riders, continued to be well received. Outreach for the signs included motorcycle dealerships, swap meets, educational facilities and other community events.

Several public information and education projects and activities promoting motorcycle safety were conducted. Some of these programs are highlighted below.

- Through a collaborative effort involving DMV, GTSC and the New York State Broadcasters Association, 30-second TV non-commercial sustaining announcements (NCSAs) were aired

promoting the message “Share the Road With Motorcycles.”

- The DMV MSO distributed materials produced to raise awareness of motorcycle safety including “Watch for Motorcycles!”, “Look Twice Save a Life” and “Don’t Drink and Ride” lawn signs and information cards.
- The NYSMF planned to staff a display booth at the International Motorcycle Show in New York City to promote motorcycle safety, rider training and motorist awareness. This event was again cancelled for FFY 2022.
- During the year, the NYSP conducted educational details. They also conducted courtesy motorcycle inspections where they pointed out violations without issuing tickets.
- From May 6th through September 12th, 2022, GTSC promoted motorcycle awareness by geotargeting high-risk motorcycle crash locations throughout the state. Individuals who live in Chemung, Monroe, Suffolk, Nassau, and Bronx Counties were strategically exposed to interactive motorcycle awareness banner advertisements on the internet; this resulted in a total of 17,000,076 ad impressions and 84,949 clicks, which redirected the individuals back to the GTSC Motorcycle Safety & Awareness webpage.
- GTSC worked with the NYS Sheriff’s Association to distribute Quick Series motorcycle safety guidebooks. The pocket-sized, laminated guide covers a comprehensive list of safety items that pertain to motorcyclists, such as licensing, proper rider training and education, personal protective equipment, crash statistics, defensive riding skills, group riding, carrying passengers, alcohol use, fatigue, and environmental conditions that can affect safe riding. Guidebooks were sent to various motorcycle riding groups, victim advocates, defensive driving educators and individual riders. They were also distributed at motorcycle training events across New York State. 1,530 motorcycle safety guidebooks were distributed in FFY 2022.
- In response to the motorcycle survey conducted in 2019, GTSC worked with the NYS Department of Health to develop an updated public service announcement and new safety based educational materials. The script for the PSA was completed in the 2022 grant year. The filming will take place in 2023. The approval for the newly developed educational materials is still in process.



Personal Protective Equipment

The implementation of strategies to increase the use of USDOT-compliant helmets and other protective equipment is also a priority in New York. In both the rider education courses and in the DMV Motorcycle Manual, motorcyclists are encouraged to wear appropriate gear, including an approved helmet, face or eye protection and protective clothing. Law enforcement partners have been educating themselves to recognize illegal helmets and



have taken a much more aggressive stance in enforcing the use of compliant helmets following their participation in motorcycle enforcement training.

The MSF attended local events to educate on best practices for personal protective equipment at events such as Americade and the GTSC Press Event in May 2022.

Enforcement

New York State Police Motorcycle Program

Due to changes in funding rules, the NYS SP stopped conducting grant-funded motorcycle enforcement details and conducted motorcycle safety education details in their place. In FFY 2022, the NYS SP coordinated 70 education details. These details are typically held at high profile events such as the Americade Motorcycle Rally in Lake George, NYC Auto Show, county fairs, motorcycle dealerships, and similar venues. The International Motorcycle Show in New York City was again cancelled in FFY 2022. Over 169,098 individuals attended these motorcycle safety and awareness events, which resulted in the distribution of 4,219 safety publications and 406 courtesy safety inspections.

Local Motorcycle Enforcement Programs

The Suffolk County Police Department Highway Patrol Bureau's Motorcycle Section conducted a number of activities to improve motorcycle safety in the county, including non-grant-funded checkpoints and other enforcement efforts. During FFY 2022, three educational presentations were made targeting motorcycle safety. The presentations were conducted at Sachem High School's driver education class. At each presentation, the Suffolk County Police Department motorcycle section interacted with the motorcycle riding community and disseminated information regarding safety, statistics and enforcement.

Fourteen enforcement sessions were also conducted during FFY 2022. Patrols were assigned to high-crash locations. A total of 490 tickets were issued, including eight helmet violations, 63 license or registration violations, four inspection violations, six equipment violations, 380 moving violations, and 20 other motorcycle safety-related violations. A large number of pamphlets were printed and distributed. The pamphlets contained important information and tips for the public, especially those utilizing motorcycles, on safe motorcycle operation. These pamphlets were distributed at traffic stops, to police precincts, and at the Suffolk City Police Department headquarters.



The Broome County Sheriff's Department continued their motorcycle safety & awareness grant program in FFY 2022. While the Department was unable to conduct all the activities they wanted to conduct, the agency utilized the NYS Gateway Welcome Center and the Whitney Port rest stop. At these locations officers handed out hundreds of motorcycle safety flyers and spoke with over 130 motorists about motorcycle safety. The Sheriff's Office attended local and community events to discuss motorcycle safety with the public to distribute educational materials as well as the GTSC

safe rider booklets. The Sheriff's Office continues to visit the NYS Gateway welcome center and the Whitney Point rest stop to meet and greet motorists and provide education. Hundreds of motorcycle safety flyers were distributed and approximately 650 motorists engaged in educational conversations with the officers.

Practical Guidelines for Motorcycle Enforcement Training

The motorcycle safety and enforcement training program “Practical Guidelines for Motorcycle Enforcement” continues to be a popular and effective training initiative for law enforcement officers across the state. GTSC, NYSACOP, the NYSP, the DMV MSO, and the MSF collaborate on the instruction for this one-day regional training course. The training curriculum includes an in-depth review of motorcycle safety and motorcycle laws. The course is designed to provide police officers with hands-on knowledge and skills to educate motorcyclists and the public on motorcycle safety and to enhance enforcement efforts to reduce the number of deaths and injuries from motorcycle-related traffic crashes. The training also introduces law enforcement to national and state-specific enforcement issues through its modules covering license endorsements and registrations, required motorcycle safety equipment (helmets), common motorcycle operation violations, crash investigation, strategies to conduct safe stops and avoid pursuits, and the detection of impaired motorcyclists.

In FFY 2022, Motorcycle Enforcement trainings took place in the following high-risk Counties: Suffolk, Westchester, Erie, and Oneida. A total of 106 law enforcement personnel attended, representing a total of 50 different agencies. NYSP, GTSC, and the Colonie Police Department worked to update and enhance the current curriculum.



Research, Evaluation and Analytical Support for New York’s Performance-Based Motorcycle Safety Program

Motorcycle Safety Workgroup

In response to static trends in motorcycle crashes and fatalities, a Motorcycle Safety Workgroup was formed in FFY 2016 to develop updated countermeasures and campaign messaging to reach the varied demographics of the riding population. The Workgroup consists of subject matter experts proficient in motorcycle riding, education and enforcement. Members are drawn from the NYSP, local law enforcement, NYSACOP, GTSC, MSF, ITSMR, DOH, DMV and other state agencies.

To support the efforts of the Motorcycle Safety Workgroup, in FFY 2022 ITSMR prepared a one-page fact sheet on 2016-2020 Motorcycle Crashes in New York State. This and other fact sheets are currently available on ITSMR’s website, www.itsmr.org.

NON-MOTORIZED (PEDESTRIANS AND BICYCLISTS)

Each year from 2017 to 2021, pedestrians accounted for 23% to 30% of the total number of persons killed in motor vehicle crashes in New York State. In 2021, 27% of all fatalities were pedestrians.

Several factors contribute to crashes that result in pedestrian and bicyclist injuries and fatalities. Driver behaviors, in particular, speeding, failure to yield, distracted driving and impaired driving, pose major risks to pedestrians and bicyclists.

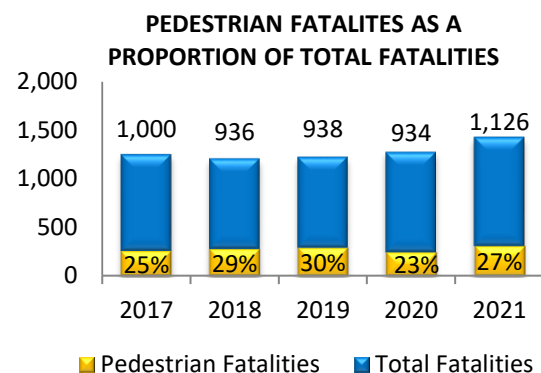
Actions by pedestrians and bicyclists can also contribute to their risk of crash involvement.

Pedestrians who disregard pedestrian crossing signals and designated crosswalks, and bicyclists who ignore the rules of the road, increase their risk of being hit by motor vehicles. Distraction, impairment and low conspicuity on the part of both pedestrians and bicyclists are also factors in many crashes. The failure of bicyclists and participants in other wheel sports to use a helmet and other safety equipment can also contribute to the severity of the injuries suffered.

2021 marked the fifth and final year for the state’s PSAP. As the current Pedestrian Safety Action Plan has expired, a multi-agency workgroup has been established to guide the development of a successor plan, “PSAP 2,” which is still ongoing. This second iteration of New York’s PSAP will seek to expand partnerships to include EMS and will identify equity as a core principle and common thread throughout the plan.

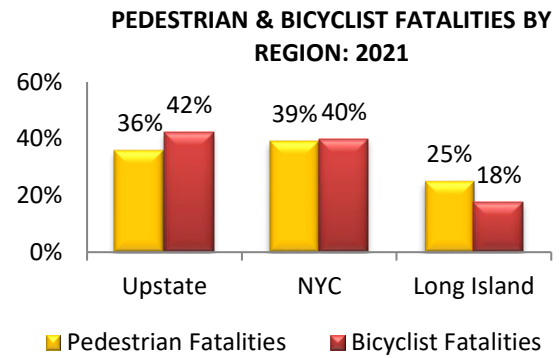
In addition to engineering, education, and enforcement activities, it is expected that PSAP 2 will have a greater focus on diversity/equity and call for a partnership with emergency medical services (EMS) providers.

In FFY 2022, GTSC also continued to promote the availability of grant funding for law-based pedestrian and bicycle safety programs. Funded projects employed education and/or enforcement countermeasures aimed at engaging the public about applicable state laws. Organizations and agencies operating in PSAP focus communities – where pedestrian-involved crashes are most prevalent – were encouraged to apply. Several of these projects are outlined in this section.



Source: NYS AIS / TSSR

New York City continues to be the most dangerous region in the state for pedestrians. In 2021, 39% of the state’s pedestrian fatalities occurred within the five boroughs of New York City. The largest proportion of bicyclist fatalities in 2020 occurred in the Upstate Region (42%).



Source: NYS AIS / TSSR

In FFY 2022, the New York City Department of Transportation (NYCDOT) continued to address pedestrian and bicycle safety issues through several activities associated with the City’s Vision Zero initiative. Educational outreach programs were conducted remotely due to the COVID-19 pandemic at 675 schools and senior centers in designated priority areas in all five boroughs. NYCDOT’s in-school pedestrian and bicycle safety programs were digitized and made available to classroom teachers for virtual yet interactive learning.

“Street Team” and other outdoor interactive events that engage the general public in pedestrian and bicycle safety continued in FFY 2022. Programming included contactless distribution of bicycle helmets, bike commuter-focused safety education, along with programs that address pedestrian and bicycle safety around large trucks, visibility and micromobility (e-bike and e-scooter).

Know the difference	E-Bike Class 1	E-Bike Class 2	E-Bike Class 3	Moped Class C	Moped Class B	Moped Class A	E-Scooters	Not Legal E-mobility Devices
	Electric Bike with Pedal Assist	Electric Bike, Throttle up to 20 MPH, Operable Pedals	Electric Bike, Throttle up to 25 MPH, Operable Pedals	Limited Use Motorcycle, Low-speed, 2-3 Wheels	Limited Use Motorcycle, Low-speed, 2-3 Wheels	Limited Use Motorcycle, Low-speed, 2-3 Wheels	Device with handlebars, a floorboard or seat, weighing less than 100 lbs, Can be powered by electric and/or human power	The following are examples of illegal e-mobility devices
How fast can I go?	20 MPH	20 MPH	25 MPH	20 MPH	30 MPH	40 MPH	15 MPH	Moped (without license plate or VIN) Electric Skateboard Segway Hoverboards Electric
Do I need a license?	No	No	No	Yes, Driver's License	Yes, Driver's License	Yes, Driver's License Enforcement	No	
Do I need to register my bike?	No	No	No	Yes, Must be registered with NYS DMV, must have license plates & VINs	Yes, Must be registered with NYS DMV, must have license plates & VINs	Yes, Must be registered with NYS DMV, must have license plates & VINs	No	
Where can I ride?	Bike Lanes* and streets with speed limits no greater than 30 MPH	Bike Lanes* and streets with speed limits no greater than 30 MPH	Bike Lanes* and streets with speed limits no greater than 30 MPH	Right lane and/or shoulder** (except when making a left turn)	Right lane and/or shoulder** (except when making a left turn)	Vehicular Lanes**	Bike Lanes* and streets with speed limits no greater than 30 MPH	

NYCDOT also worked with the NYC Department for the Aging to coordinate virtual pedestrian and driver safety presentations for older adults at locations that are providing remote programming to seniors.

The New York City Police Department (NYPD) also contributed to the pedestrian and bicycle safety efforts in New York City by conducting enforcement that focused on speeding, yielding to pedestrians in crosswalks and adhering to traffic signs and signals. Targeted speed enforcement was conducted in areas identified through data analysis as high-risk locations for speed-related crashes involving bicycles and pedestrians. Variable Message Signs (VMS) were used in conjunction with the enforcement and educational materials distributed to pedestrians to heighten their awareness of the importance of observing their surroundings, using crosswalks and crossing with the traffic light.

ASSESSMENT OF PROGRESS

The four performance measures used to track progress in the Non-motorized (Pedestrians and Bicyclists) Program Area are Pedestrian Fatalities, Pedestrians Injured in Crashes, Bicyclist Fatalities and Bicyclists Injured in Crashes.

As discussed in the Performance Report presented earlier in this document, the targets set for Pedestrian Fatalities and Pedestrians Injured in Crashes were met. Meanwhile, the targets set for improvement in the numbers of Bicyclist Fatalities and Bicyclists Injured in Crashes were not met.

Status of Pedestrian Safety Performance Targets for FFY 2022

- ❖ **Pedestrian Fatalities: Decrease the 5-year rolling average for 2018-2022 to 287.3**
This target was met. The 2021 five-year average of 271.0 was lower than the target of 280.9 estimated for 2021 and the target of 287.3 estimated for 2022.
- ❖ **Pedestrians Injured in Crashes: Decrease the 5-year rolling average for 2018-2022 to 14,990.0**
This target was met. The 2021 five-year average of 14,018.2 was lower than the target of 14,702.5 set for 2021 and the target of 14,990.0 set for 2022.

Status of Bicycle Safety Performance Targets for FFY 2022

- ❖ **Bicyclist Fatalities: Decrease the 5-year rolling average for 2018-2022 to 39.8**
This target was not met. The 2021 five-year average of 45.4 was higher than the target of 39.0 estimated for 2021 and the target of 39.8 estimated for 2022.
- ❖ **Bicyclists Injured in Crashes: Decrease the 5-year rolling average for 2018-2022 to 5,740.2**
This target was not met. The 2021 five-year average of 6,118.8 was higher than the target of 5,642.3 set for 2021 and the target of 5,740.2 set for 2022.

New York's assessment of the issues affecting Bicyclist Fatalities and Injuries and the adjustments that the state proposes to make in its upcoming HSSP to achieve better outcomes are discussed below.

Adjustments Planned for Upcoming HSSP to Reduce Bicyclist Fatalities and Injuries in Crashes

According to NHTSA, in 2020 there was a 9% increase in pedalcyclists killed (938) from the 859 pedalcyclists killed in 2019 (Report No. DOT HS 813 322). NYS Accident Information System (AIS) data show that the top contributing factors to bicycle crashes continue to be Driver Inattention/Distraction and Failure to Yield Right of Way. The third most frequently cited factor in crashes involving bicycles is Bicyclist Error/Confusion. New York's laws related to sharing the road with bicyclists may not be well understood, indicating that there is an ongoing need for public education and outreach in this area. In addition, the incidence of driver distraction may be worsening due to the increased use of and reliance on smart phones and other electronics resulting in more bicyclists being struck. There is also a greater use of e-bicycles and e-scooters, especially in New York City. Outside of New York City, bicycle safety enforcement is not routinely conducted.

The following adjustments will be made to the state's highway safety program to reduce the number of bicyclists killed and injured in crashes:

- GTSC has partnered with the New York Bicycling Coalition to craft and deliver a training course for law enforcement which will be implemented in FFY 2022. Officers will be educated on the applicable vehicle and traffic laws and given information about conducting enforcement operations, if warranted.

- GTSC has partnered with NYCDOT to conduct awareness training related to the use of e-bicycles and e-scooters. This will continue in FFY 2022.
- GTSC will continue to emphasize law-based programming (in-person and/or virtual) to educate bicyclists and drivers on New York’s conditional yielding law and other rules of the road which may not be understood by casual cyclists.
- GTSC will emphasize school-based programming delivered through Physical Education and/or Health classes to educate children about bicycling laws and how to navigate traffic as a bicyclist.
- GTSC will use the state’s federal 405h funds to recruit new partners/projects to focus on these bicycle safety efforts. Many new projects came online in FFY 2021.
- GTSC will craft social media messages to educate drivers and bicyclists about applicable laws and best practices to coexist safely on the road.
- GTSC and its traffic safety partners held the “Walk-Bike NY” symposium in FFY 2022 to provide additional educational and engagement opportunities.

PEDESTRIAN, BICYCLE AND WHEEL-SPORT SAFETY PROJECTS AND ACTIVITIES FUNDED IN FFY 2022

New York used a data-driven approach to identify a comprehensive set of strategies for the state’s Pedestrian, Bicycle and Wheel-Sport Safety program that collectively will contribute to progress in meeting the state’s highway safety targets set in the FFY 2021 HSSP. Included within the strategies listed below are descriptions of selected projects that highlight the activities undertaken. The complete list of projects implemented in FFY 2021 is included as Appendix A. The project title, number and amount of funds awarded are provided for each project.

Education, Communication and Outreach

GoBike Buffalo Bike Safety Awareness Program

GoBike Buffalo’s (GoBB) FFY 2022 GTSC project was focused on providing law-based bicycle safety education in Western New York. Bike safety ambassadors conducted youth-oriented and event-based programming in the city of Buffalo and Niagara region and developed online resources, including a video series aimed at dissecting bike safety laws and factors that can cause bike crashes. Videos covered the dangers presented by speeding, the importance of proper helmet use, yielding and passing scenarios, traffic signals and more. Students participated in creating these videos via interactive bike safety lectures and designed some of the artwork depicted in the videos.



As a top location for refugee resettlement in the nation, the City of Buffalo has a large non-English speaking population. During previous grant cycles, educational materials were translated into the top-spoken languages of Spanish, Arabic and French, as identified in a report from the Partnership for the Public Good and based on direct reports from refugee resettlement agencies. The next most popular languages spoken other than English are Karen and Burmese. Accordingly, in 2022, GoBB will translate

adult-focused collateral into Karen and Burmese to increase access to and impact of GoBB’s road-safety education campaign.

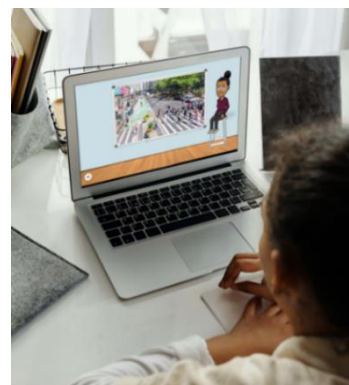
During the grant year, GoBB continued to host virtual bike safety webinars, bike safety presentations and bike safety workshops. In-person and interactive workshops engaged roughly 1,500 people including kids, adults, bicyclists, and motorists. 2,500 bike safety newspapers developed by GoBB, in English, Spanish and Arabic, were distributed during events. In total, GoBB plans to reach 30,000 individuals with educational campaigns (videos and associated campaign collateral) via social media and online dissemination.

Community-Based Programs in Pedestrian and Bicycle Safety

New York City Department of Transportation – Vision Zero Education Initiatives

Multi-Session Programs

In FFY 2022, Vision Zero age-appropriate educational and outreach programs were provided to 595 schools and 80 senior centers via remote learning tools due to the COVID-19 pandemic. Online versions of grade-appropriate pedestrian and bicycle safety educational materials were developed and provided to schools and teachers for use in conducting virtual traffic safety programs. Presentations were also provided to 98 parent groups at health centers, head starts, schools, and public assistance centers in English, Spanish and Chinese. All programs were offered in areas across the five boroughs that were identified as having high crash, two-way arterials and were therefore designated as priorities in the City’s PSAP. Social distancing was practiced during outdoor Vision Zero presentations, which occurred during summer school and camp programs.



In FFY 2022, NYCDOT developed and provided remote “click and go” versions of its school programs, including new versions of *My Safety Toolbox*, *Cross This Way*, *Word on the Street*, *Stop Think Act*, *Take Action Against Distraction*, and *Behind the Wheel* using an audience response system that works with students' home computers and cell phones so they



can actively participate in the lessons in a socially distanced yet interactive way. A new module in the *My Safety Toolbox* entitled *I See You* encourages young pedestrians to exercise caution and practice good crossing behaviors when walking near large trucks. This mini-lesson is offered in schools located near truck routes and includes hands-on demonstrations of the driver’s eye view and blind spots.

NYCDOT also provides its *Vision Hero* program that encourages students to do a variety of follow-up traffic safety activities at home with their families. More information about *Vision Hero* is available at <http://nyc.visionhero.org/>. *My Safety Toolbox* and *Cross This Way* can be accessed at

<https://www.youtube.com/watch?v=Hnw23z536GY> and <https://www.youtube.com/watch?v=1ewS1LEvhzY>.

Outreach to schools has also included meetings with principals and school staff and walking tours to identify issues specific to the locations. Vision Zero reports from these meetings were provided to School Safety Engineering or Borough Commissioners to help address issues school officials raised, such as broken signs and signals.

During the grant year, NYCDOT estimates that more than 524,000 pieces of Vision Zero educational material were distributed or accessed online.

More than 80,000 grade K-12 students participated in a variety of multi-session, interactive pedestrian and bicycle safety educational programming. The following programs were presented in FFY 2022:

- Parent workshops (Grades Pre-K-5)
- Let's Take a Walk (Grades K-2)
- Safety Smarts (Grades K-2)
- My Safety Toolbox (Grades 1-3)
- Safety City (Grade 3)
- Safer Streets (Grades 4-5)
- Cross This Way with NYPD (Grades 4-6)
- Stop Think Act (Grades 6-8, afterschool)
- Word on the Street (Grades 6-8, afterschool)
- Vision Hero (Grades 6-8, afterschool)
- Safety by Design (Grades 6-10)
- Take Action Against Distraction (Grade 8)
- Behind the Wheel (Grades 11-12)
- Senior Vision Zero Workshops
- I See You

Street Team, Driver and Trucker Outreach

NYCDOT Street Teams engaged with community residents and business owners in 52 precincts located in high-risk corridors in all five boroughs of the City. Street Teams members distributed flyers to people using all modes of transportation, talked to members of the public about the effort and gathered information about their traffic safety concerns. NYPD precincts and borough officers provided on-foot patrol during the week of education. This was followed by a period of intensified NYPD enforcement of the most common driving violations.



Additional outreach was conducted at 34 community health fairs. Community fairs included events held at 106th Precinct National Night Out, Community Board 9, Brookdale Hospital Medical Center, Brooklyn Public Library, Emblem Hospital, Queens Wellness Expo, FDNY Family Day, Catholic Charities of Brooklyn and Queens, LaGuardia College, Car Free Earth Day, Festival de la Calle, Fidelis Care, HipHop Blvd., and NYPD Harmony Day.



Teams staffing these events distributed tens of thousands of multi-modal Vision Zero printed educational materials to pedestrians, drivers and bicyclists.

Finally, NYCDOT set up information tables and conducted 25 Vision Zero driver outreach events for the public and deployed its new truck driver outreach training. The *I See You* training module was deployed to ten trucking companies and included construction, general contracting, and delivery drivers. The “train the trainer” course enables NYCDOT to reach this audience with pedestrian and bicycle safety information while accommodating drivers’ schedules. A training video may be viewed at <https://youtu.be/ZbdcCZrHNjk>.



Family Life Theater

In partnership with the Education Department, interactive online traffic safety skits and discussion workshops were provided for teenagers at 73 schools. English and Spanish versions of the program were also delivered remotely to older adults due to the COVID-19 pandemic. In coordination with the NYC Department for the Aging, online presentations were provided to older adults at 25 locations that are providing services to seniors. The programs for seniors continue to generate valuable discussions of pedestrian safety issues facing older adults.



Grandparents Safety Week

Grandparents Safety Week events continued in FFY 2022 via a series of online events conducted in April 2022. These events were provided in partnership with the New York City Traffic Safety Board, AAA, and local hospitals. Approximately 1,300 older adults participated and viewed a variety of short webinars covering pedestrian and driver safety topics. NYCDOT’s *Streetwise* newsletter was shared with 5,000 older adults via online distribution.

Motorcycle Safety Events

The NYC Traffic Safety Board Motorcycle Advisory Committee provided 4-hour outdoor motorcycle training sessions for licensed motorcyclists from April through September. The practice session covered a variety of safety maneuvers as well as wearing proper safety gear.

In addition, a Warm Weather Weekend, “Look Twice for Motorcyclists” social media event, was conducted in April. Safety information was distributed to motorcycle dealerships and repair shops throughout the five boroughs.



Broome County Bicycle and Pedestrian Safety Outreach

During FFY 2022, Broome County Traffic Safety conducted twenty-one bicycle and pedestrian safety outreach programs reaching 874 students. These programs targeted young children and adolescents at elementary schools, recreation centers and head start facilities. Many programs were conducted in areas with diverse and economically disadvantaged populations. Participants learned basic bike safety tips, rules of the road and the proper fitting of a helmet through visuals of crashed helmets. All participants also received educational materials.



Two new programs were kicked off in Broome County for equitable outreach to underserved populations in 2022. The Fresh Cycles Program is coordinated by the Healthy Lifestyles Coalition and funded by United Way of Broome County. This program's goal is to enhance the quality of life in an underserved community to revitalize collaboration, inspiring giving, and unifying efforts and resources to drive social change through healthy, education and financial stability. In collaboration with Broome County Traffic Safety, an area in the county where diversity, obesity and poverty rates are high, a program was conducted to increase physical activity and safety education. The Fresh Cycles Program was kicked off on April 6, 2022, with members of the community, Binghamton Police Department bike patrol, Fresh Cycles Community Bike Shop, and the Program Coordinator from Broome County Traffic Safety. Another new event, Truck Day Event at the Discovery Center of the Southern Tier in August of 2022, was attended by the Broome County Traffic Safety Program Coordinator to educate families about bicycle safety and proper helmet use at Truck Day. Over 100 families were educated on bike safety and 72 children received properly fitted helmets as well as education on New York State helmet laws.

Be A Safe Walker
Look Left, Right & Left Again, Before Crossing



Brought to you by the Broome County Traffic Safety Program. Funded by the National Highway Traffic Safety Administration with a grant from the New York State Governor's Traffic Safety Committee.

Be A Safe Walker
Cross at Crosswalks



Brought to you by the Broome County Traffic Safety Program. Funded by the National Highway Traffic Safety Administration with a grant from the New York State Governor's Traffic Safety Committee.

to discuss the importance of bicycle and pedestrian safety with children.

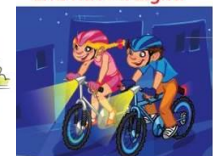
Lastly, in May 2022, in celebration of Bike Month, Broome County Traffic Safety distributed bicycle and pedestrian safety posters with six different messages to all 34 child care centers in the county. Messages such as the importance of wearing a helmet, following all traffic signs, riding on the right, how to walk safely at night, crossing at crosswalks and using the pedestrian safety signals were displayed on these posters. The posters gave teachers an opportunity

Be A Safe Biker
Wear a Helmet!



Brought to you by the Broome County Traffic Safety Program. Funded by the National Highway Traffic Safety Administration with a grant from the New York State Governor's Traffic Safety Committee.

Be A Safe Biker
If You Ride at Night, Be Sure to Be Bright and Have a Light!



Brought to you by the Broome County Traffic Safety Program. Funded by the National Highway Traffic Safety Administration with a grant from the New York State Governor's Traffic Safety Committee.

Rockland County Department of Health Pedestrian and Bicycle Safety Program

The Rockland County Department of Health (RCDOH) project focused on providing school and community-based education and public messaging on the NYS Vehicle and Traffic Laws pertaining to pedestrian and bicycle safety.



During FFY 2022, the RCDOH created road safety signs for schools with messages to educate drivers, pedestrians and cyclists on applicable vehicle and traffic laws. Safety messages encouraged pedestrians to use crosswalks and be visible and drivers to slow down and yield to pedestrians in crosswalks. The signs were placed outside in municipalities and Police Departments on roadways/sidewalks of concern in the Town of Clarkstown Recreation Department, Suffern Police Department, and the Village of West Haverstraw. Two signs were provided to the Farm Alliance.



RCDOH continues to reach out to municipalities, organizations, and the general public in Rockland County to raise awareness about injury prevention and to address driver and pedestrian safety. Efforts to reach community members through social media is ongoing as they educate residents by creating road safety signs for communities, distributing road safety brochures, working with Police Departments, attending community events like street fairs, and offering educational presentations.

Bike Safety Training and Helmet Fitting (New York City DOT)

In FFY 2022, NYCDOT provided bicycle safety education and helmet fittings for 18,856 bicyclists at dozens of safety events across five boroughs. Emphasis was placed on distribution of materials such as bike lights, bells and helmets. Participants were given disposable tape measures to measure their head’s circumference to aid in selecting the proper helmet, and they were asked to review a training video on proper helmet fit. The video can be viewed at <https://youtu.be/WNWyGYB4owg>.



Social media messaging was used to promote Bike Safety Month in May as well as the “Get There” bike awareness campaign which encourages safe and predictable riding practices among the growing number of City bike commuters.

Over 50,000 people were provided pedestrian, bike, e-mobility and vehicle occupant safety educational materials through distributions by NYC DOT and Traffic Safety Board and other agency partners and over 250,000 were provided with online links to educational information.

Cooperative Approaches to Improving Pedestrian and Bicycle Safety

New York State’s Pedestrian Safety Action Plan (PSAP)

In FFY 2022, GTSC, NYSDOH and NYSDOT continued to play key roles in pedestrian safety guided by the New York State PSAP. Although 2021 marked the fifth and final year for the state’s PSAP, a multi-agency workgroup has been established to guide the development of a successor plan, “PSAP 2,” which is still ongoing. The second iteration of New York’s PSAP will seek to expand partnerships to include EMS and will identify equity as a core principle and common thread throughout the plan. The Plan details the

state’s “4E” (Engineering, Enforcement, Education and EMS) approach to addressing pedestrian safety challenges across upstate New York and on Long Island.

As continued, the Plan calls for a variety of low-cost engineering improvements to be undertaken by NYSDOT, enforcement strategies to be organized by GTSC, and educational and public information initiatives to be spearheaded by NYSDOH.

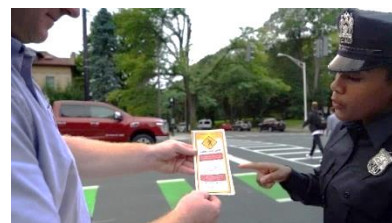
Engineering

As of the fall of 2021, NYSDOT has completed pedestrian safety site evaluations at 1,853 unsignalized midblock crosswalks and 3,940 signalized intersections on State-maintained routes in urban areas statewide. The construction of crosswalk safety improvements based on those studies, consisting of such proven countermeasures as high-visibility crosswalk markings and related signage, countdown timers, and upgraded push buttons are now almost complete, though some construction contracts will be extended into 2022 due to COVID-19 related delays. So far, improvements have been completed at 1,754 uncontrolled crosswalks (98% of goal) and at 2,067 signalized locations (87% of goal) on the State system. In addition, approximately \$40 million in funding was distributed in 2018 to local municipalities for similar work on locally maintained crosswalks in urban areas. Design and construction of those improvements is ongoing by those municipalities. A total of \$54 million has been spent to date on State system construction projects and \$11.4 million was spent on consultant design assistance.



Enforcement

GTSC continues to take the lead in funding and coordinating enforcement efforts to support the goals of the PSAP. GTSC continued to promote the availability of grant funding for law-based pedestrian and bicycle safety programs. Funded projects included education and/or enforcement countermeasures to engage the public about state laws. PSAP focus communities continued their efforts.



Education

NYSDOH continues to serve on the PSAP 2 team carrying out Public Information and Education strategies including developing and maintaining outreach materials, statewide and targeted awareness activities, and providing technical support to communities to develop local educational initiatives. In FFY 2022, NYSDOH continued to promote the use and distribution of *See! Be Seen!* educational materials developed to support pedestrian safety education and enforcement efforts. Over 50,000 *See! Be Seen!* materials were shared. Various educational tools have also been developed and made available on the Governor’s Pedestrian Safety Website, <http://ny.gov/pedsafety>, including a pedestrian safety tool kit designed to assist communities in the implementation of PSAP educational strategies. The PSAP’s pedestrian safety toolkit includes the following resources:



- *See! Be Seen!* campaign materials translated into fifteen languages: Arabic, [English](#), [Spanish](#), [Burmese](#), [Haitian Creole](#), Hindu, [Karen](#), [Kinyarwanda](#), [Nepali](#), [Russian](#), Simplified Chinese,

[Somali](#), [Swahili](#), [Vietnamese](#) and [Yiddish](#). Over 36,780 materials were distributed to pedestrian safety partners.

- Pedestrian Vehicle and Traffic Law Quick Reference Guide for law enforcement.
- “Obey the Law” warning cards for law enforcement.
- Pedestrian Safety PowerPoint presentations for a variety of target audiences, including children, older adults and community leaders.
- “Vehicle and Traffic Law for Pedestrians and Drivers” PowerPoint presentation. The presentation breaks down each section of the law and provides talking points. The presentation is available for partner use to support community education and awareness activities.
- “Judicial” Fact Sheet for courts.
- Pedestrian Safety Games.
- Distraction, Visibility, Intersections, Midblock Crossing and Enforcement Public Service Announcements (PSA).
- Visibility, midblock crossing, distractions, and low-literacy read bookmarks.
- “How to Guide” to help communities begin developing, implementing, and sustaining pedestrian safety programs.

Four media buys occurred during FFY 2022:

1. The Visibility Campaign objective was to raise awareness of pedestrian safety best practices and reduce crashes when walking at dawn or dusk. The campaign dates were November 8-December 19, 2021, with the primary target being men 18-49 and 18+ including men of color in PSAP’s 20 focus communities. The campaign delivered over twenty million impressions.
2. The Winter Pedestrian Safety Campaign objective was to bring awareness to the risks during peak months of the year where pedestrian fatalities and injuries are overrepresented. The campaign dates were January 16-February 12, 2022, with the primary target being men 18-49 and a secondary target being adults 18+, including men of color. Multiple digital media platforms were used, and the campaign delivered over seven million impressions.
3. The Distractions Campaign objective was to increase awareness of pedestrian safety best practices and reduce crashes, and to create awareness about the dangers of distracted driving. The campaign coincided with NHTSA’s Distracted Driving month during April 2022. It ran from March 28 to April 30, 2022. Campaign messages were delivered in both English and Spanish. The primary targets were men 18-49 with a secondary target of adults 18+, including men of color in PSAP’s twenty focus communities. Multiple digital media platforms were used, and the campaign delivered over nine million impressions.
4. The Look Out Campaign objective was to raise awareness of scenarios where pedestrians and drivers may not anticipate each other due to obstructions in or near the roadway. This campaign coincided with GTSC’s enforcement mobilization *Operation See! Be Seen!* and ran from June 13 to July 10, 2022. The campaign was delivered in English and Spanish with the primary target being men 18-49 in PSAP’s twenty focus communities. Multiple digital media platforms were used, and the campaign delivered over seventy-eight million impressions.



The full PSAP, public service announcements, and associated *See! Be Seen!* materials can be viewed at <http://ny.gov/pedsafety>.



Walk-Bike New York Symposium



One of the important components of New York’s pedestrian and bicycle safety program continues to be the Walk-Bike New York symposia held periodically at different locations around the state. The planning committee consists of representatives from GTSC, the NYS Departments of Health, Transportation and State, NHTSA, FHWA, the New York Bicycling Coalition and the Cornell Local Roads Program.

Staff members from the Institute for Traffic Safety Management and Research (ITSMR) coordinated the event held in Rochester on May 3-4, 2022. The symposium focused on various disciplines involved in pedestrian and bicycle safety and micro mobility, and it provided participants with the necessary tools to work together to create walkable and bikeable communities. Presentations covered topics including supporting underserved groups in roadway safety, bicycle and pedestrian safety public education efforts, engineering initiatives, local project highlights, and the National Manual on Uniform Traffic Control Devices.

Enforcement of Traffic Violations

Pedestrians consistently account for one-quarter or more of the traffic fatalities in New York State each year. Unsafe actions on the part of both motorists and pedestrians often contribute to these crashes. As with other traffic safety issues, high-visibility enforcement is a proven strategy for raising awareness as well as reinforcing the need for behavioral changes among both motorists and pedestrians. Police agencies in jurisdictions identified as focus communities in the PSAP as having high incidences of pedestrian crashes are encouraged to participate in the annual *Operation See! Be Seen!* enforcement mobilization and to conduct other enforcement efforts within their communities.

Town of Ramapo Police Department



In FFY 2022, the Ramapo Police Department (RPD) continued its pedestrian safety education and enforcement program. The program was created in response to numerous motor vehicle crashes involving pedestrians, many of which resulted in serious injuries. During the year, the RPD utilized the department Bike Unit during some of the details as the Bike Unit is a very useful and efficient way to observe, engage and educate pedestrians who choose to cross in the middle of the road rather than at crosswalks. Due to the dense traffic in the area, the Bike Unit was able to educate more pedestrians than an officer in a patrol car and will continue to be used during details. During the *Operation See! Be Seen!* mobilization period, the RPD issued 144 warning cards to drivers and pedestrians who failed to comply with New York’s pedestrian safety laws, and 25 summonses to drivers who failed to yield to pedestrians in the crosswalk. The campaign

was promoted on the department’s social media pages and via variable message boards in targeted zones around town. The RPD also used its school resource officers to distribute pedestrian safety materials to students.

The RPD conducted a similar operation in September around the time of the Jewish high holidays when a heavy concentration of the town’s Orthodox population is on foot, to further emphasize compliance with pedestrian safety laws. Again utilizing the Bike Unit to conduct pedestrian education, officers engaged pedestrians about proper crossing behaviors and crosswalk use. Educational materials in a variety of languages were provided to 97 pedestrians.

Nassau County Police Department

In FFY 2022, the Nassau County Police Department (NCPD) was awarded a standalone highway safety grant project to address pedestrian safety. Nassau County suffers from more pedestrian fatalities than anywhere else in the state except New York City. Specifically, the project targeted enforcement and engagement efforts on Hempstead Turnpike. The town of Hempstead is ranked #1 in the NYS PSAP for incidence of pedestrian-involved crashes.

NCPD conducted operations in two two-week blocks – in October 2021 and again in September 2022. A total of 1,065 tickets were issued during nearly 640 hours of dedicated pedestrian safety enforcement. Most citations were issued for motorist violations such as failing to yield to a pedestrian in a crosswalk. Nearly 150 warning cards were also issued – most to pedestrian violators during targeted interactions in which officers educated them on applicable laws and responsibilities when walking in traffic. In review of crash data from NCPD, a 20% decrease in pedestrian injuries resulting from motor vehicle crashes was achieved in 2022.

White Plains Department of Public Safety

The goal of the White Plains Department of Public Safety project was to reduce crashes involving pedestrians that are largely attributed to driver inattention or other traffic violations such as unsafe speed and failure to yield the right-of-way. The department identified areas that have the highest rates of pedestrian crashes and targeted those for high-visibility enforcement and community outreach. In addition to enforcing motorist violations, officers engaged with pedestrians who failed to use crosswalks or comply with pedestrian crossing signals. During the FFY 2022 project period, the White Plains PD conducted pedestrian safety enforcement operations on eleven different dates, issuing 84 summonses and twenty warning notices – many to drivers who did not yield to pedestrians in a crosswalk. Other summonses were issued for traffic violations including unlicensed operation of a motor vehicle and speeding.

New York City Pedestrian and Bicyclist Safety Enforcement

With the assistance of GTSC, NYPD used FFY 2022 funding from the NYC Pedestrian and Bicyclist Safety Enforcement grant to increase awareness of and compliance with traffic laws. NYPD conducted saturation enforcement on arterial roadways within the five boroughs with high volumes of bicycle traffic. The enforcement focused on speed, yielding to pedestrians in crosswalks and adhering to traffic signs and signals. NYPD also conducted targeted enforcement in areas identified through data analysis as high-risk locations for speed-related crashes involving bicycles and pedestrians. Variable Message Signs (VMS) were used in conjunction with the



enforcement efforts. In addition, multi-lingual educational materials were distributed to pedestrians to heighten their awareness of the importance of observing their surroundings, using crosswalks and crossing with the light, and to discourage the use of cell phones while crossing.

The goal of this program is to reduce the number of traffic fatalities that occur annually in New York City by increasing police visibility and communication within high-risk neighborhoods in the City's five boroughs. The following results were reported for the three enforcement programs conducted during 2022.

Failure to Yield Enforcement

During the spring and summer of 2022, operations were conducted at 26 locations in Manhattan; 1,735 summonses were written. The summonses were for 383 vehicles failing to yield to pedestrians, 44 bicycles failing to yield to pedestrians, and 1,308 various other hazardous violations.

Speed Enforcement

From January to September of 2022, speed enforcement was conducted at 11 selected off-highway locations throughout the City. Focusing on these targeted locations allows for the protection of pedestrians by enforcing traffic laws and educating pedestrians on safety. During this period, there were a total of 3,981 summonses issued, including 3,557 for speeding and 424 for other hazardous traffic law violations.

Bicycle Enforcement

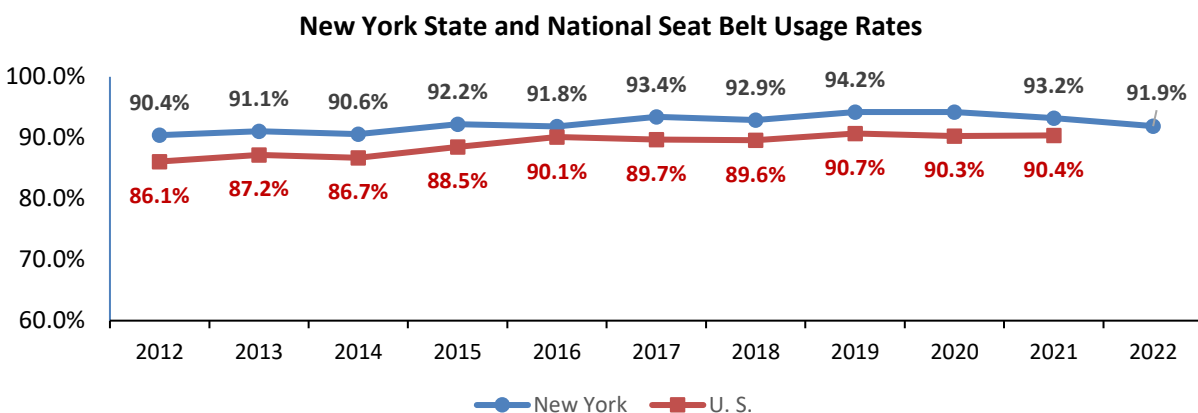
Throughout the spring and summer of 2022, the Patrol Services Bureau conducted bicycle enforcement at top crash locations that have been determined through data research to involve a high number of bicycles. During this period, 383 summonses were issued for various hazardous moving violations committed by bicycle operators.

Research, Evaluation & Analytical Support for New York's Performance-Based Non-motorized (Pedestrians and Bicyclists) Program

In FFY 2022, ITSMR completed a one-page fact sheet on Pedestrians in Motor Vehicle Crashes: 2016-2020. The fact sheet is posted on the ITSMR website (www.itsmr.org).

OCCUPANT PROTECTION

New York’s seat belt use rate has been 90% or higher each year since 2010 and has been consistently above the national average since passage of the nation’s first seat belt law in 1984. No seat belt observation survey was conducted in New York in 2020, in accordance with the National Highway Traffic Safety Administration’s (NHTSA’s) waiver due to the COVID-19 pandemic. In 2022, the annual seat belt use rate fell to 91.90%. To strengthen New York’s law, beginning November 1, 2017, seat belt use was made mandatory for taxi and livery drivers and any passengers age 16 and older riding in the front seat of these vehicles. New legislation requiring seat belt use for motor vehicle passengers age 16 and older riding in the back seat was signed into law in August 2020 and became effective November 1, 2020.



Much of New York’s success in maintaining a high rate of compliance can be attributed to the continued implementation of high-visibility enforcement and engagement efforts through the state’s Buckle Up New York/Click It or Ticket (BUNY/CIOT) program. The highlight of the BUNY/CIOT program each year is the strong participation of the state’s law enforcement agencies in the national seat belt high-visibility enforcement and engagement mobilization.



This year, the Governor’s Traffic Safety Committee (GTSC) continued the “Protect Your Melon” occupant protection educational campaign featuring NASCAR driver Ross Chastain. Approximately 1,500,000 watermelons with the campaign slogan were distributed to retail outlet stores throughout the state. Special displays were set up in grocery stores to increase awareness. Outreach events were conducted with teens at high schools in Troy, Lansingburgh and Rensselaer.



Community outreach was also conducted in two sessions with hundreds of participants in the Village of Watkins Glen prior to the NASCAR event at Watkins Glen International racetrack. These events allowed Chastain and law enforcement partners to engage the public and media outlets about the importance of seat belt use. In-person appearances at the racetrack drew over 500 fans. Hero cards highlighting the new universal belt law and other restraint bullet points were distributed at all in-person

events. The importance of seat belt use was promoted on social media platforms Twitter, Instagram and Facebook throughout the summer months.



In addition to increasing adult seat belt usage, the other major focus of New York's occupant protection efforts is Child Passenger Safety (CPS).

In FFY 2022, GTSC awarded 151 CPS grants to maintain the state's active network of car seat fitting stations and check event programs; provide training to increase awareness of CPS issues among parents and other caregivers; ensure the availability of a large pool of certified technicians; provide car seats for low-income families; and continue to expand accessibility to CPS education and services among the state's underserved populations.

In FFY 2022, GTSC supported the operation of 112 permanent fitting stations and approved funding for 107 agencies to conduct car seat check events. These grants are intended to increase accessibility to CPS services through special outreach efforts to underserved populations, such as the use of mobile inspection stations in rural areas and the availability of bilingual technicians. These programs resulted in 11,499 car seats being inspected, 85% of which were installed incorrectly.

To ensure the availability of a large pool of certified CPS technicians, GTSC also continued to support CPS training and recertification classes. Twenty-four technician certification trainings were held in FFY 2022, which resulted in 338 new CPS technicians. A total of 14 Continuing Education Unit (CEU) update classes for 179 technicians were also conducted, including one specialized training for Child Passenger Safety on School Buses. These classes contributed to a 64% recertification rate in New York compared to the national recertification rate of 52%. New York State now has 1,924 certified technicians, including 95 instructors and four instructor candidates.

As in previous years, New York joined the national celebration of Child Passenger Safety Week, September 18-24, 2022. GTSC assisted the Albany County Traffic Safety Board with their 30th annual check event on Seat Check Saturday, which is one of the most heavily attended events in the state. Technicians at this event were able to inspect a total of 61 car seats, of which only two were found to be installed properly. A total of 74 car seat check events were planned statewide throughout the week, including 43 on Saturday, to help parents ensure their children's restraints were safely fitted and correctly installed.



ASSESSMENT OF PROGRESS

The performance measures used to track progress in the Occupant Protection Program Area are Unrestrained Passenger Vehicle Occupant Fatalities and Observed Seat Belt Use for Front Seat Passenger Vehicle Occupants. As discussed in the Performance Report presented earlier in this document, neither of these targets was met for FFY 2022.

Status of Occupant Protection Performance Targets for FFY 2022

- ❖ **Unrestrained Passenger Vehicle Occupant Fatalities, all seat positions (State Data): Decrease the 5-year rolling average for 2018-2022 to 190.1**

This target was not met. Although the five-year average number of unrestrained passenger vehicle occupants killed in crashes maintained a steady downward trend from 2017 to 2019, this average rose to 192.4 in 2020 and 194.0 in 2021, missing the target of 192.1 estimated for 2021 and making it unlikely that the target of 190.1 estimated for 2022 will be reached.

❖ **Observed Seat Belt Use for Passenger Vehicles, front seat outboard occupants: Increase the annual rate for 2021 to 94.95%**

This target was not met. Because of the COVID-19 pandemic, no survey was conducted in FFY 2020. The annual rate for 2021 was 93.24%, and in 2022 the rate fell further to 91.90%. These rates failed to reach the annual targets of 94.95% set for 2021 and 95.16% set for 2022.

Adjustments Planned for Upcoming HSSP to Reduce Unrestrained Passenger Vehicle Occupant Fatalities and to Increase Seat Belt Use

The increase in unrestrained vehicle occupant fatalities, together with the lower rate of observed seat belt use, are of great concern to GTSC. The increase in fatalities is consistent with national trends seen during the COVID-19 pandemic, where a surge in risky driving behaviors including failure to buckle up was associated with an increase in fatalities, even as vehicle miles traveled decreased.

GTSC plans to continue its data-driven approach to target crashes involving unrestrained vehicle occupants and to encourage greater seat belt use through the following:

- Training of non-certified CPS law enforcement officers on how to identify and intervene on car seat misuse or non-use as well as laws concerning CPS and the new Occupant Protection law that was passed in November 2020.
- Facebook posts to specifically bring attention to occupant protection and the new occupant protection law.

Annual Survey of New York State Drivers: Results Related to Seat Belt Use

Seat belt use is one of the major traffic safety topics included in the survey of New York State licensed drivers’ attitudes and behaviors conducted annually online. Results related to seat belt use from the 2022 survey are provided below.

<i>In the past 30 days, how often have you used a seat belt when driving or riding as a passenger in the front seat of a motor vehicle?</i>	
	<u>2022</u>
Regularly	96.1%
Fairly often	1.5%
A few times	1.0%
Just once	0.2%
Never	0.9%
N/A	0.2%
<i>In the past 30 days, how often have you used a seat belt when riding in the back seat of a motor vehicle?</i>	
	<u>2022</u>
Regularly	51.7%
Fairly often	7.5%

A few times	6.8%
Just once	0.9%
Never	11.1%
N/A	22.1%

What do you think the chances are of getting a ticket for not wearing a seat belt in the front seat?

2022

Very Likely	33.2%
Likely	28.3%
Neither Likely nor Unlikely	15.6%
Unlikely	13.0%
Very Unlikely	9.8%

What do you think the chances are of getting a ticket for not wearing a seat belt in the back seat?

2022

Very Likely	10.9%
Likely	14.6%
Neither Likely nor Unlikely	24.5%
Unlikely	27.6%
Very Unlikely	22.5%

Do you know that as of November 1, 2020, all passengers age 16 and older riding in the back seat of a motor vehicle are required to wear a seat belt?

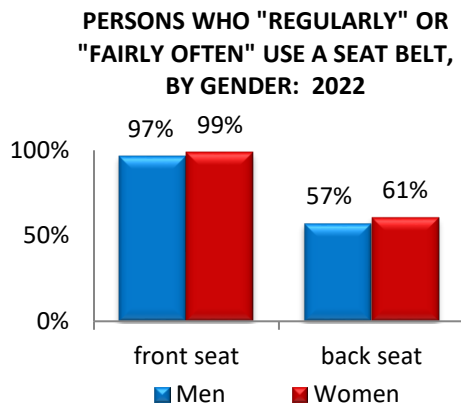
2022

Yes	76.3%
No	23.7%

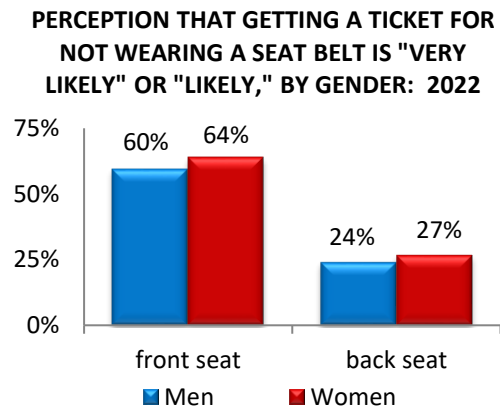
Source: Driver Behavior Survey

- Reported front-seat restraint use was high in 2022; 97.6% of the respondents said that they “regularly” or “fairly often” use a seat belt when driving or riding as a passenger in the front seat of a vehicle. Only 1.1% reported doing so “just once” or “never” in the past 30 days.
- 59% of survey respondents in 2022 reported that in the past 30 days they “regularly” or “fairly often” used a seat belt when riding in the back seat. 12% of respondents reported that they buckled up when riding in the back seat “just once” or “never,” and 22% said that the question does not apply to them.
- In 2022, 62% of the respondents thought it “very likely” or “likely” that someone would get a ticket for not wearing a seat belt in the front seat.
- Meanwhile, 26% thought it “very likely” or “likely” that someone would get a ticket for not wearing a seat belt in the back seat.
- 76% of respondents in 2022 reported knowing that all passengers age 16 and older riding in the back seat are required to wear a seat belt as of November 1, 2020.

Differences by Gender



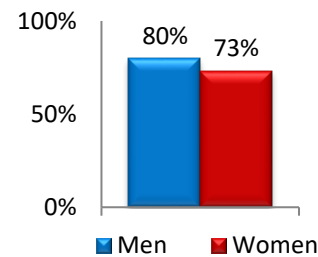
Source: Driver Behavior Survey



Source: Driver Behavior Survey

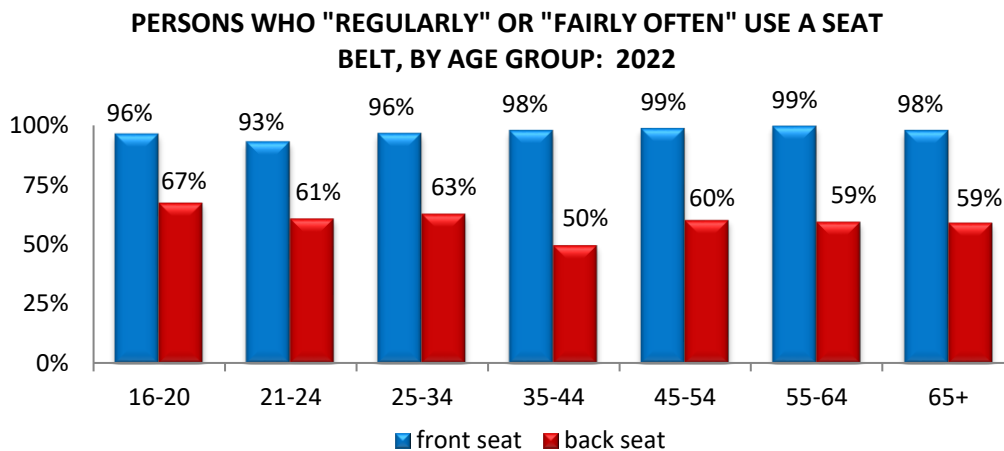
- In 2022, 97% of men and 99% of women reported that in the past 30 days they “regularly” or “fairly often” used a seat belt in the front seat.
- Persons who said they used a seat belt “regularly” or “fairly often” in the back seat included 57% of men and 61% of women. 25% of men and 20% of women reported that this question did not apply to them.
- In 2022, 60% of men and 64% of women reported thinking it “very likely” or “likely” that someone would get a ticket if they don’t wear a seat belt in the front seat. Just 24% of men and 27% of women thought it “very likely” or “likely” that someone would get a ticket if they don’t wear a seat belt in the back seat.
- 80% of men and 73% of women who completed the survey in 2022 reported that they knew all back-seat passengers 16 and older are required to wear a seat belt as of November 1, 2020.

KNOWLEDGE THAT PASSENGERS 16 AND OLDER IN THE BACK SEAT MUST WEAR A SEAT BELT, BY GENDER: 2022



Source: Driver Behavior Survey

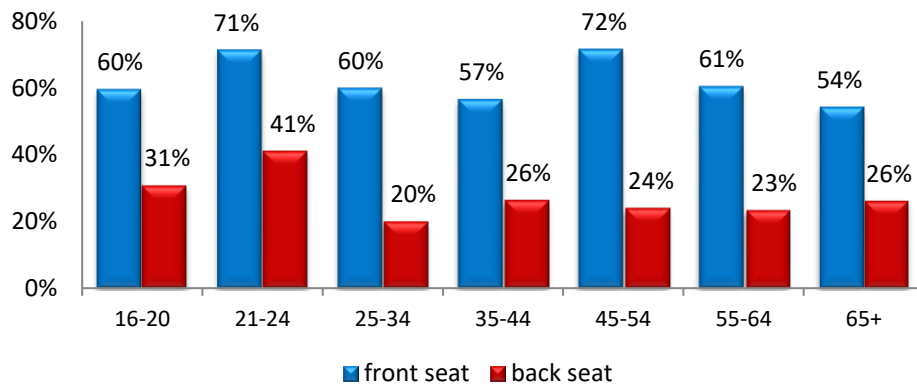
Differences by Age



Source: Driver Behavior Survey

- In general, reported front seat belt use in New York is high and increases with age; in 2022, 93%-96% of the survey respondents in the age groups under 35 reported they “regularly” or “fairly often” buckle up when driving or riding in the front seat of a vehicle, compared to 98%-99% of the drivers in each of the age groups 35 years and older.
- Reported back seat belt use showed more variation among the age groups surveyed. In 2022, only 50% of those ages 35-44 and 59% of those ages 55 and older reported that they “regularly” or “fairly often” buckle up as back-seat passengers, compared to 67% of 16-20-year-olds, 61% of 21-24-year-olds and 63% of those ages 25-34.
- Persons reporting that seat belt use in the back seat does not apply to them ranged from 8% of drivers ages 16-20 to 28% of those ages 55-64.

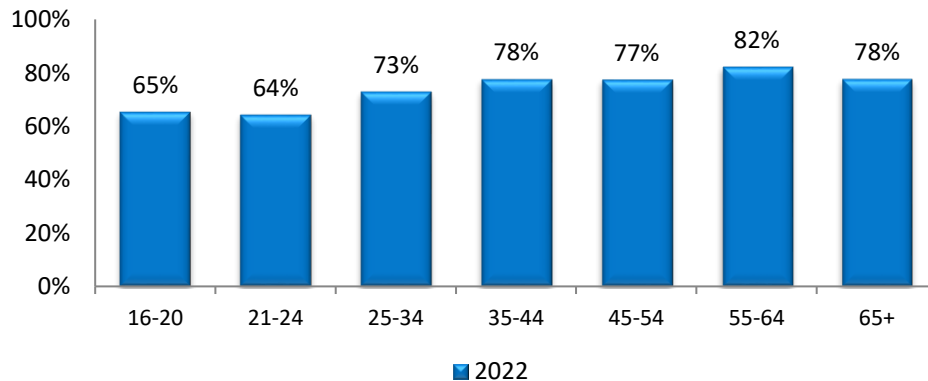
PERCEPTION THAT GETTING A TICKET FOR NOT WEARING A SEAT BELT IS "VERY LIKELY" OR "LIKELY," BY AGE GROUP: 2022



Source: Driver Behavior Survey

- In 2022, the proportions of survey respondents who thought someone was “very likely” or “likely” to get a ticket for not wearing a seat belt in the front seat ranged from a high of 72% for the 45-54 age group to a low of 54% for the 65 and older age group.
- In 2022, the proportions of those who thought the chances of getting a ticket for not wearing a seat belt in the back seat were “very likely” or “likely” were highest among 21-24-year-olds (41%) and lowest among 25-34-year-olds (20%).

KNOWLEDGE THAT PASSENGERS 16 AND OLDER IN THE BACK SEAT MUST WEAR A SEAT BELT, BY AGE GROUP

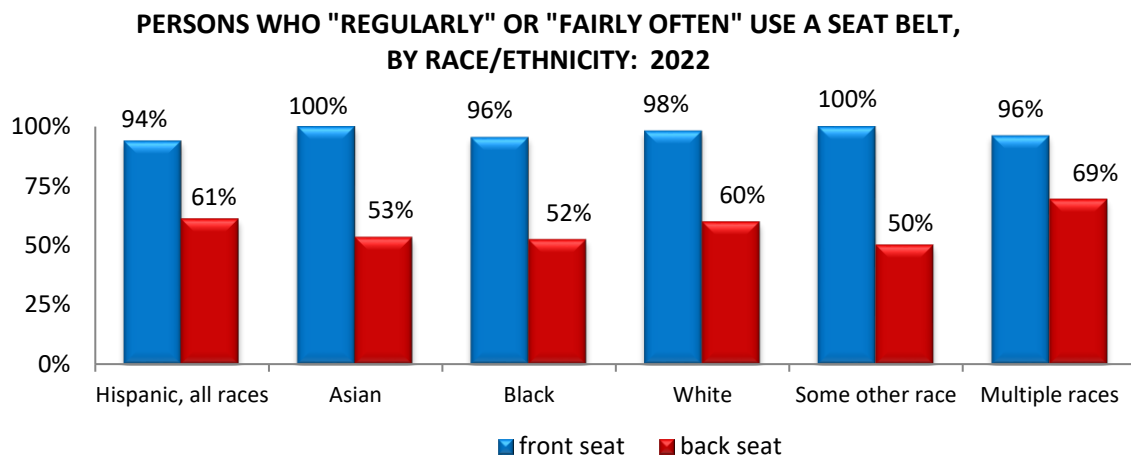


Source: Driver Behavior Survey

- In the 2022 survey, awareness of the law requiring back-seat passengers 16 and older to buckle up as of November 1, 2020, was lowest among those ages 16-20 and 21-24 (65% and 64%, respectively) and highest among those ages 55-64 and 65 and older (82% and 78%, respectively).

Differences by Race/Ethnicity

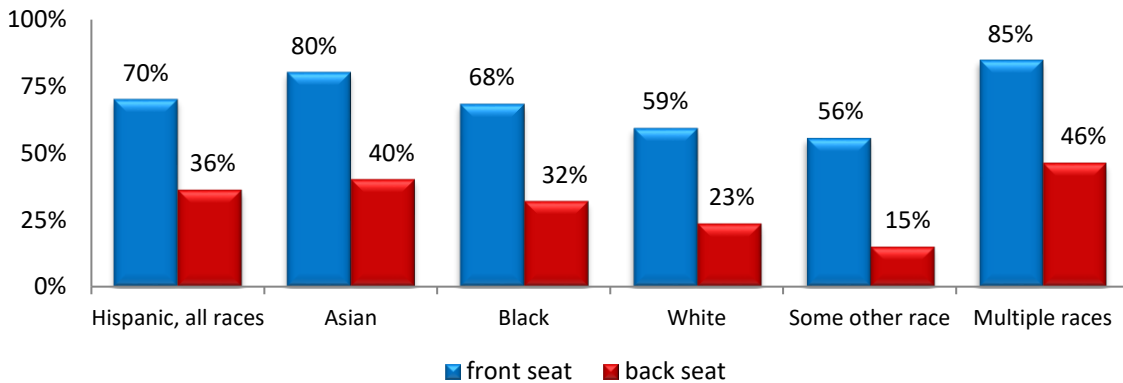
In the online survey, drivers were asked to respond to two separate questions, “Are you of Hispanic origin?” (Yes or No) and “What is your race? Mark one or more boxes” (White, Black or African American, Asian, American Indian or Alaska Native, Native Hawaiian or Other Pacific Islander, Some other race). Survey results were grouped into these categories: Hispanic drivers of all races, non-Hispanic Asian, non-Hispanic Black, non-Hispanic White, non-Hispanic Some other race, and non-Hispanic Multiple races.



Source: Driver Behavior Survey

- In 2022, drivers who identified as Asian and Some other race were most likely to report that they “regularly” or “fairly often” buckle up when driving or riding in the front seat of a vehicle (both 100%), compared to 94% of Hispanic drivers and 96% of Black and of multi-racial drivers.
- Reported back seat belt use showed more variation among the groups surveyed. In 2022, only 50% of the drivers of Some other race and 52% of Black drivers reported that they “regularly” or “fairly often” buckle up as back-seat passengers, compared to 69% of multi-racial drivers and 61% of Hispanic drivers.
- Persons reporting that back seat belt use does not apply to them ranged from 24% of White drivers and 24% of Some other race drivers, to 12% of multi-racial drivers.

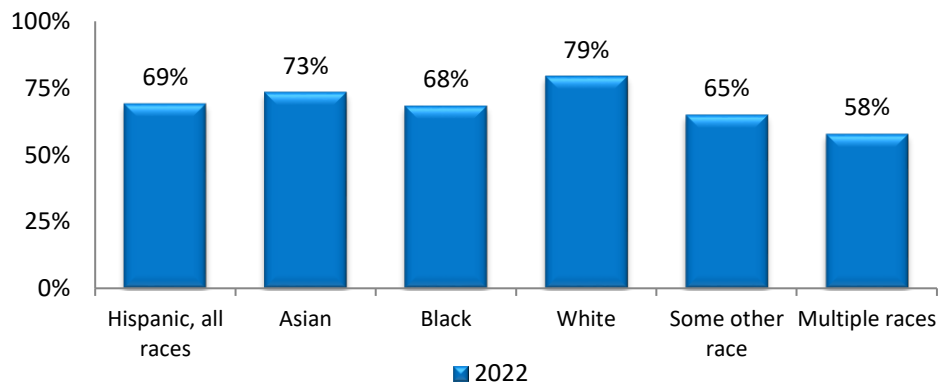
PERCEPTION THAT GETTING A TICKET FOR NOT WEARING A SEAT BELT IS "VERY LIKELY" OR "LIKELY," BY RACE/ETHNICITY: 2022



Source: Driver Behavior Survey

- In 2022, the proportions of survey respondents who thought someone was “very likely” or “likely” to get a ticket for not wearing a seat belt in the front seat ranged from 85% for drivers of more than one race and 80% for Asian drivers, to 56% for drivers of Some other race and 59% for White drivers.
- In 2022, the proportions of those who thought the chances of getting a ticket for not wearing a seat belt in the back seat were “very likely” or “likely” was highest among multi-racial and Asian drivers (46% and 40%, respectively) and lowest among Some other race and White drivers (15% and 23%, respectively).

KNOWLEDGE THAT PASSENGERS 16 AND OLDER IN THE BACK SEAT MUST WEAR A SEAT BELT, BY RACE/ETHNICITY



Source: Driver Behavior Survey

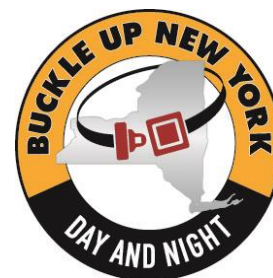
- Awareness of the law requiring back-seat passengers 16 and older to buckle up as of November 1, 2020, was lowest among multi-racial drivers (58%) and highest among White and Asian drivers (79% and 73%, respectively).

OCCUPANT PROTECTION PROJECTS AND ACTIVITIES FUNDED IN FFY 2022

New York used a data-driven approach to identify a comprehensive set of strategies for the state's Occupant Protection program that collectively will contribute to progress in meeting the state's highway safety targets set in the FFY 2022 HSSP. Included under the strategies listed below are descriptions of selected projects that highlight the activities undertaken. The complete list of projects implemented in FFY 2022 is included as Appendix A. The project title, number and amount of funds awarded are provided for each project.

Seat Belt Enforcement

The primary strategies used during the past year to increase seat belt compliance were high-visibility enforcement and engagement, zero tolerance and a vigorous public information and education (PI&E) campaign which are all major components of the BUNY/CIOT program. Agencies were encouraged to focus on low-use areas of the state, high-risk groups, and conducting enforcement at times of the day when compliance is traditionally lower.



Buckle Up New York/Click It or Ticket

New York's high-visibility enforcement, engagement and PI&E campaign, BUNY/CIOT, consists of several proven components:

- **High-visibility enforcement and engagement checkpoints:** Seat belt enforcement efforts are made highly visible to the public in a number of ways, including the use of checkpoints and extensive outreach to the media. Surveys show that police checkpoints are extremely effective at raising the awareness of the motoring public, as well as detecting violators of the law.
- **Zero-tolerance enforcement:** Police officers continue to maintain a zero-tolerance policy when enforcing occupant restraint violations; no warnings are issued.
- **Seat belt mobilizations:** A statewide fourteen-day seat belt mobilization is conducted in May/June in conjunction with the national enforcement and engagement initiative.
- **Nighttime enforcement:** Police agencies have begun to conduct enforcement efforts during nighttime hours to reach low-use populations of motorists. The most obvious difficulty in implementing this strategy is being able to see into the vehicles to detect noncompliance. Methods to illuminate the interior of the target vehicles include conducting the checkpoints in well-lit areas that provide a sufficient degree of ambient light and using additional lighting to enhance nighttime surveillance capabilities.
- **Police officer motivation:** To participate in the BUNY grant program, police agencies must adopt a mandatory seat belt use policy for its officers and require officers to participate in roll call video training. GTSC and the New York State Police (NYSP) have produced a roll call DVD for police agencies that stresses the importance of seat belt use by all law enforcement personnel. Previously, the DVD was made available to any police agency upon request. This year, the roll call video was made available online for easy access for agencies.



- **Dedicated roving patrols:** Staffing levels, training requirements and other constraints occasionally limit a law enforcement agency’s ability to conduct fixed seat belt checkpoints. Agencies are encouraged to use dedicated roving patrols throughout the year and to supplement fixed checkpoints during the high-visibility enforcement and engagement mobilizations. Other successful strategies being used for seat belt enforcement include bicycle patrols.



- **Statewide, multi-agency effort:** Throughout the state, police agencies participate in multi-agency checkpoints and other collective enforcement and engagement activities. The multi-agency approach has had significant positive results, including an increased public perception that all police agencies, regardless of uniform or region of the state, are serious about the use of seat belts. Furthermore, these details foster a better working relationship among the different agencies and bolster other enforcement and traffic safety initiatives.

- **PI&E and media outreach:** Public awareness efforts focus on publicizing the BUNY/CIOT message through the airing of PSAs, the distribution of a statewide press release and other media efforts. Since the beginning of the BUNY program in 1999, statewide PI&E and media efforts have grown and become very successful. As the program has evolved, local agencies have become increasingly more adept at promoting their efforts through different media venues including social media. B-Roll Buckle Up messaging provided by Ross Chastain was included as part of the statewide press release and as part of the “Protect Your Melon” outreach campaign.



- **Reporting and evaluation:** Law enforcement agencies that receive grant funding are required to report their seat belt enforcement and engagement activities. The success of the enforcement and educational efforts are evaluated through observational surveys of seat belt use and reported restraint use in crashes. Enforcement efforts reported by the individual grantees during the mobilizations and throughout the year are closely reviewed in conjunction with other weighted factors to ensure that future funding is awarded to those agencies that are the most aggressive in their efforts.

Over the past year, the BUNY/CIOT program continued to incorporate these fundamental components. In FFY 2022, GTSC provided 241 Police Traffic Services (PTS) grants to municipal and county law enforcement departments. The following law enforcement agencies received HS-1 grants to enforce the state’s seat belt laws as well as other types of traffic violations: the Nassau County Police Department, Suffolk County Police Department, New York City Police Department (NYPD), NYSP and the New York State Park Police. Each of these agencies conduct seat belt enforcement throughout the year.

State Police Buckle Up New York Program

During FFY 2022 the NYSP partnered with the New York State Park Police for a statewide “BUNY in the Parks” occupant restraint initiative. The 30-day campaign resulted in approximately 25 fixed and roving details conducted in proximity to state parks throughout New York. During the enforcement period between June 6 and July 5 the statewide, interagency initiative resulted in 5,020 safety belt and child restraint violations issued. While primarily focused on adult seat belt and child restraint enforcement, the campaign also provides a greater level of high-visibility enforcement during a traditionally dangerous and increased travel period.

Day-to-day enforcement and engagement are the foundation of the NYSP occupant protection efforts, and this “around-the-clock” activity has been substantial. From October 1, 2021, to September 30, 2022, State Troopers issued a total of 43,791 adult and child safety restraint tickets statewide, including those issued during grant-funded activities. Monthly enforcement and engagement details continued to play an important role in the overall occupant protection program with 609 additional occupant protection details resulting in 3,204 seat belt tickets, 923 child restraint tickets, 17 DWI arrests, and 87 criminal arrests. These supplemental fixed and roving occupant protection enforcement details ensure continuous occupant protection enforcement throughout the year and not just during mobilization periods.

The New York State Police continued its extensive occupant protection PI&E activities with a joint effort between School and Community Outreach Coordinators, Public Information Officers, and Traffic Services from around the state. During this year’s “No Empty Chair” campaign, the statewide initiative offered multiple speakers and demonstrations. A highlight of the campaign was the “Battle of the Belts” competition which engages students in traffic safety and emphasizes the continued message “Buckle Up. Every Trip. Every Time.” A new rollover simulator, two crash dummies and a re-designed graphics brochure were received and delivered to the field for immediate use at educational community events.



Communications and Outreach

Support for Enforcement Efforts

High-visibility communications and outreach are essential for an effective seat belt enforcement and engagement program. The publicity generated from earned and paid media coverage of enforcement efforts raises public awareness and the perception of risk of receiving a ticket resulting in greater compliance among all motorists. In FFY 2022, GTSC continued to support communications, outreach and other PI&E efforts to publicize high-visibility enforcement and engagement campaigns including those that are directed at the general population in the state and those that target specific groups, such as young drivers, that have been identified as high-risk, low-compliance segments of the population.



Education of the General Public and High-Risk Groups

Efforts to educate the public about the importance and correct use of occupant restraints, including seat

belts, booster seats and child safety restraints, help to promote greater compliance and continue to be supported. Examples include informational displays at popular venues such as the New York State Fair, the use of Convincer trailers and Rollover simulators to demonstrate the importance of seat belt use in crashes, and special activities for young drivers such as “Battle of the Belts” competitions. These types of educational activities are directed toward the general public as well as specific groups identified as having low usage rates including minority, rural, low-income and special needs populations. Involving groups such as medical personnel, educators and law enforcement who regularly interact with the public and are in a position to assist with these educational efforts continue to be encouraged.

In FFY 2022, GTSC continued the statewide “Protect Your Melon” occupant protection educational campaign. As part of this program, GTSC partnered with NASCAR/Xfinity race car driver Ross Chastain to promote restraint use, particularly among males ages 18-34 and pickup truck drivers who have historically demonstrated lower restraint use.



From May through August, approximately 1,500,000 watermelons were distributed to retail outlets statewide; the “Protect Your Melon” logo with a reminder to Buckle Up was affixed to each melon. Stand-ups of Chastain and seat belt messaging displays were also distributed to select grocery stores in New York State. Social media posts promoting occupant restraint use were shared by Chastain on his Twitter, Instagram and Facebook accounts. In-person events with Chastain reached nearly 400 teens with Battle of the Belts activities at Troy, Lansingburgh and Rensselaer High Schools. All schools are located in counties with elevated unrestrained crash data among the teen demographic. Community outreach was also conducted in two sessions with hundreds of participants in the Village of Watkins Glen prior to the NASCAR event at Watkins Glen International racetrack. These events allowed Chastain and law enforcement partners to engage the public and media outlets about the importance of seat belt use. In-person appearances at the racetrack drew over 500 fans.



CHILD PASSENGER SAFETY

New York’s occupant restraint law now covers all front and back seat occupants of all ages riding in vehicles. Children under the age of four must be in a federally-approved car seat and children under the age of two must ride in a rear-facing car seat unless they outgrow the height or weight limit set by the manufacturer. Children under age eight must be restrained in an appropriate child restraint system which may be a car seat, a booster or an approved safety vest. The determination of an appropriate restraint system is based on the child’s height and weight. The penalty for violations of the laws related to children continues to be a fine of no less than \$25 and no more than \$100. The driver is also assessed three license penalty points if a passenger under the age of 16 is not properly restrained in accordance with the law.

The strategies for CPS focus on public awareness; education and instruction for parents and caregivers on the proper installation and use of car seats; training for technicians and instructors to provide these services to the public; car seat education and distribution programs; and car seat check events. To support these strategies, New York's CPS Program provides grant funding in four areas, each designed to educate and improve the safety of children transported in vehicles on the state's roadways.

- Fitting Stations where, by appointment, a NYS Certified Technician will inspect the installation of the car seat, provide instruction on proper installation and replace unsafe seats.
- Awareness Training conducted to educate the public on all aspects of CPS.
- Car Seat Check Events held regularly for the inspection of child restraint systems without an appointment. Unsafe, inappropriate, and outdated seats, or seats that have been involved in a crash are replaced.
- Education & Distribution Programs where appropriate car seats are supplied, free of charge, to qualified low-income families. In-classroom education is also provided in addition to hands-on installation practice, to empower caregivers to correctly select and install appropriate car seats for their children in the future.

GTSC's CPS Program Coordinator assists agencies with grant development and management including the preparation of grant applications, reporting, vouchering and requesting project modifications when necessary.

In FFY 2022, GTSC awarded 151 CPS grants to local agencies. Many grantees provided multiple programs and services. In FFY 2022, 112 agencies received funding to operate fitting stations, 27 agencies were funded to conduct CPS awareness trainings, 107 agencies were funded to conduct car seat check events and 53 agencies received funding for car seat education & distribution programs for low-income families.

Child Passenger Safety Communications and Outreach

Through its CPS grant program, GTSC continued to provide support and coordination for statewide PI&E to encourage seat belt and proper child restraint use. GTSC provides educational materials and other support to state and local agencies, CPS technicians and the general public on CPS issues and serves as the state's clearinghouse for information regarding CPS training classes, car seat check events and other CPS activities. GTSC's CPS Coordinator oversees the information on permanent fitting stations, car seat check events, training classes, technician and instructor updates and public information materials, all of which are updated regularly on www.trafficsafety.ny.gov and on the "Frequently Asked Questions" page of the DMV website.

"Know for Sure" and Other Child Passenger Safety Campaigns

In FFY 2022, New York continued to promote the national CPS campaign, "Know for Sure Your Child is in the Right Car Seat", launched by NHTSA and the Ad Council. The goal of the campaign is to make sure all parents and caregivers are properly securing their children (birth-twelve years) in the right restraint (rear-facing, forward-facing, booster seats and seat belts) for their age and size and to ensure the safety restraints are properly installed and used by parents and caregivers.



In FFY 2022, GTSC continued its collaboration with the New York State Department of Health (NYSDOH) Bureau of Occupational Health and Injury Prevention and the CPS Advisory Board to promote the tool kit for the “Know for Sure” message. This tool kit was developed to assist grantees, technicians and instructors who are responsible for car seat check events, distribution centers, public awareness classes and permanent fitting stations. The CPS tool kit includes the following information:



Tweens – Never Give Up Until They Buckle Up

1. Seat Belt Safety for Tweens at safercar.gov
2. Tips to keep Tweens Safe in Vehicles (pdf)
3. Under 13 Tip Card (pdf)
 - Under 13 Tip Card – English (pdf)
 - Under 13 Tip Card – Spanish (pdf) at NYSDOH
 - Under 13 Tip Card – French (pdf) at NYSDOH
4. Under 13: Back seat and buckled up! at NYSDOH

Know for Sure... Is Your Child in the Right Car Seat?

1. Car Seat Safety at safercar.gov
2. 4 Steps 4 Kids (pdf) at NYSDOH
3. Stacking Toy Poster (pdf)
4. Baby Bottle Poster (pdf)
5. Spanish Athlete Poster (pdf)
6. Spanish White House Poster (pdf)
7. Order form for Know for Sure Campaign Materials (pdf)



Additionally, New York State wanted to spread awareness about booster seats—as previous data has indicated that misuse or nonuse has been high in this area. To assist in the dissemination of our various informational messages, GTSC fulfilled approximately 46 material orders to technicians, instructors and grantees located throughout the state. These individuals subsequently distributed these materials to parents and caregivers at fitting stations and check events in their respective areas. These material orders consisted of quick reference bookmarks, educational flyers and visual car seat guides for CPS.

Child Passenger Safety Awareness Training

The trend for agencies to offer more CPS awareness training classes continued in FFY 2022. While the car seat check events are very successful and draw media attention, the awareness classes can reach a greater number of parents, expectant parents and caregivers. Most classes consisted of classroom training that included demonstrations of car seat installations, education on the provisions of the occupant protection law and information on the various resources available, such as car seat check events and permanent fitting stations. In FFY 2022, 27 agencies received funding to conduct approximately 108 CPS awareness classes. These awareness classes were held throughout the state and reached over 1,881 participants. The majority of the participants were parents, expectant parents and

caregivers. The other participants included community groups, day care providers, law enforcement officers, social services and bus drivers.

NYS Child Passenger Safety Advisory Board

The New York State CPS Advisory Board advises the GTSC on CPS issues and promotes a higher level of skill, knowledge and participation by technicians and instructors to improve CPS in all regions of New York State. The accomplishments of the CPS Advisory Board in FFY 2022 included the following:

- Members of the Advisory Board coordinated a total of 24 technician certification and 14 CEU update courses.
- The Advisory Board finalized and distributed an updated Low-Income Education & Distribution Program Directory for CPS technicians.
- CPS information and news for technicians and instructors continued to be provided through the GTSC website www.trafficsafety.ny.gov and via direct outreach.
- Members of the Board began to develop a technician survey on diversity, equity & inclusion. This survey will be disseminated in FFY 2023 and will help to determine educational and training needs.
- Members of the Board began to develop a new member orientation guidance document.
- GTSC provided the regional coordinators with an updated list of all technicians and instructors on a quarterly basis at minimum.
- The Advisory Board coordinated the events and the publicity campaign for Child Passenger Safety Week in New York State.
- The Board completed and distributed a new CEU curriculum.
- The Board ordered and distributed quick reference bookmarks and educational flyers to parents, caregivers and children throughout New York State.
- The resumes of new Board members were submitted and approved by the Board and GTSC.
- The Board continued its efforts to educate CPS professionals, parents and caregivers on the law that took effect in November 2019 mandating that children remain in rear-facing car seats until at least the age of two.

Fitting Stations

In FFY 2022, GTSC continued to support the operation of fitting stations where parents and other caregivers can receive instruction on the proper installation and use of car seats. To receive mini-grant funding, grantees must have certified technicians available to staff the fitting station during the hours of operation.

In addition to permanent fitting stations, CPS grant funds can also be used for mobile fitting stations which bring CPS services to families residing in the more rural areas in the state. The use of mobile fitting stations expands the coverage of the state's CPS Program into areas where access to CPS

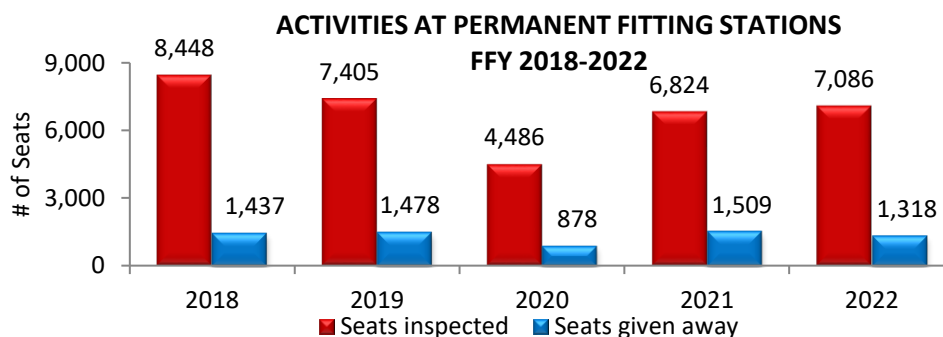
education and instruction was previously lacking. Projects that focus on serving high-risk populations within the state such as low-income and minority communities are also important to ensure access throughout the state.

Grantees continued to utilize storage trailers that were purchased with federal funding in previous grant years. The trailers are used as mobile fitting stations, storage facilities and/or educational training trailers. Trailers are required to display both the GTSC and CPS logos.



Permanent Fitting Stations

In FFY 2022, GTSC continued to support the operation of permanent fitting stations. Currently there are 298 permanent fitting stations in New York State, 112 of which are supported by grant funds. The grant-funded agencies operating fitting stations reported that 7,086 child safety seats were inspected in FFY 2022 and only 1,318 of those seats were installed correctly. A total of 1,318 car seats were distributed through the fitting stations due to seats that were found to be damaged, expired, or otherwise unsafe for transporting children. As with previous years, GTSC contacted all of the fitting stations to verify and update the information that is posted on www.trafficsafety.ny.gov.



Fitting stations in New York State have remained very active, despite the COVID-19 pandemic. In most cases, car seats are inspected by appointment. Listed below are some of the most active fitting stations with the number of seats inspected at their facilities in FFY 2022 and the number of seats given away.

- Albany County Traffic Safety Board: 626 inspections and two seats given away
- Cornell Cooperative Extension of Saratoga: 483 inspections and 45 seats given away
- Long Island Jewish Medical Center/Northwell Health: 472 inspections and 26 seats given away
- Batavia Fire Department: 351 inspections and 20 seats given away
- EAC, Inc: 240 inspections and 54 seats given away

Car Seat Check Events

Car Seat Check Events

In FFY 2022, 107 agencies were approved to conduct car seat check events. The types of misuse commonly found at car seat check events are summarized in the table below.



MOST COMMON MISUSE PROBLEMS ENCOUNTERED DURING INSPECTIONS

Rear-Facing Seats	Forward-Facing Seats	Booster Seats
Seat too loose	Seat too loose	Not used at all
Harness straps not snug/twisted	Harness straps not snug	Not age/weight suitable
Not age/weight suitable	Seat too old, on recall list, or after-market products used	Lap/shoulder belt not positioned correctly
Inappropriate recline	Harness straps in wrong slots	Seat too old
Seat too old or on recall list	Not age/weight suitable	Not secured when not in use
Harness clip placed wrong	No history, missing labels	Not using high back when needed
No history, missing labels	LATCH used incorrectly	Harness straps not removed
LATCH used incorrectly	Harness straps twisted	Seat belts routed incorrectly
Carrying handle up	Harness clip placed wrong	Tether used incorrectly
Harness straps in wrong slots	Seat belts routed incorrectly	Used with only a lap belt

The most common types of car seat misuse continue to be failing to install the car seat tightly and not securing the harness straps snugly over the child. Many children six and seven years of age are also found to be restrained by vehicle seat belts alone. Keeping children in this age group in booster seats remains one of the greatest challenges.

National Child Passenger Safety Week and Seat Check Saturday



As in previous years, New York joined the national celebration of Child Passenger Safety Week, September 18-24, 2022. The goal each year is to remind caregivers to keep children properly restrained in a car seat that meets their weight and height requirements.

This year, 516 check events were held across the state where a total of 4,413 seats were checked and 793 seats were provided to replace outdated, recalled or inappropriate seats. On National Seat Check Saturday observed on September 24, the Albany County Traffic Safety Board hosted their 30th annual check event, which is one of the most heavily attended events in the state. Technicians at this event were able to inspect a total of 61 car seats, of which only two were found to be installed properly. To support other agencies throughout the state participating in National CPS Week, GTSC fulfilled 44 educational material orders consisting of quick reference bookmarks, educational flyers, and visual car seat guides.

Recruitment and Training of Child Passenger Safety Technicians

Certified Technician Training Program



In 1999, New York's CPS technician program began with 98 certified technicians and nine instructors. Today, the program has grown to 1,924 certified technicians, including 95 CPS instructors and four instructor candidates.

The CPS grants awarded by GTSC support technician training classes and cover recertification fees for technicians and instructors. In FFY 2022, 24 Standardized CPS Technician Training classes were conducted, producing 338 new certified technicians.

GTSC was also able to schedule two specialized CPS trainings entitled *Safe Travel for All Children (STAC)*. *STAC* is designed to serve as an enrichment course for CPS technicians who are interested in learning more about special needs transportation. These two classes resulted in the specialized training of 33 technicians in the safe transportation of children with special needs.

Technicians come from a variety of backgrounds, with the largest proportions representing local police agencies, County Sheriff Offices, health and social service agencies, Fire/Emergency Medical Services, and the NYSP.



Child Passenger Safety Technical Update Training Classes

CPS technical update classes provide the opportunity for technicians and instructors to update skills and stay current with the latest information and guidelines. CEUs are available for those who attend these classes. This year, a total of fourteen CEU classes were held, reaching a total of 179 technicians. According to Safe Kids Worldwide, 64% of New York's technicians were recertified during FFY 2022, a significant increase from the previous year. New York's recertification rate consistently exceeds the national rate (52% for FFY 2022).

Basic Child Passenger Safety Training for Law Enforcement

Two certified child passenger safety technicians (CPSTs) who are also law enforcement officers worked on developing a training course designed for traffic enforcement officers who have not been certified as CPSTs. This 4-hour training is designed to provide law enforcement with basic child passenger safety information such as the different kinds of car seats, New York State child passenger safety laws, identifying car seat misuse/nonuse, and how to intervene and provide resources during routing traffic stops.

One class has been completed so far for FFY 2023, and it is anticipated that 2-3 classes will be scheduled and completed for each Federal Fiscal Year moving forward.

Child Passenger Safety Technical Conference

The CPS Technical Conference is a collaborative effort among GTSC and a number of state and local safety partners interested in promoting safety and injury prevention. It is held biennially and aims to increase the level of knowledge and competence of CPS educators, practitioners, technicians, and instructors who are actively engaged in the CPS arenas.

Some areas of focus at the conference are education, inspection, program management, enforcement, car seat development, distribution, and special needs passengers. This is an opportunity for those who cannot attend a national conference to meet the vehicle and car seat manufacturers as well as government and regulatory officials who will offer the latest information and technology for CPS. The conference also provides the opportunity to network with other CPS advocates and to share information and ideas.

The next CPS Technical Conference is currently being planned for May 2-4, 2023, in Lake Placid, NY.

Car Seat Education and Distribution Programs

Car Seat Education & Distribution Programs

Low-income families are also a segment of the population that need special attention. Car seats are given away free of charge to low-income families who have a need. A certified CPS Technician educates each person acquiring a car seat in its proper installation, use and maintenance based on the manufacturer's instructions.

Car seat education and distribution programs are funded through mini-grants awarded by GTSC. Only agencies that work directly with low-income families, such as health departments, hospitals, childcare councils or social service departments, are eligible to apply. The grantee must verify low-income eligibility of the clientele. Low-income families are defined as those who qualify under the New York State WIC Income Eligibility Guidelines or who qualify under a public assistance program. Applicants for funding must have a certified CPS Technician on staff to conduct the program. The CPS Technician is required to conduct at least 30 minutes of in-classroom education prior to demonstrating the installation of the appropriate car seat for each person requesting one. In FFY 2022, 53 agencies in New York were awarded funding to operate a car seat education & distribution program; 6,121 parents/caregivers were provided with education, and a total of 4,433 seats were distributed to families in need.

The car seat education and distribution program conducted by the Albany County Traffic Safety Board is one of the largest programs in the state. The Albany County Traffic Safety Board partners with the Alpha Pregnancy Care Council of Albany County to serve people in need in their two locations at Albany and Cohoes. A total of 490 car seats were distributed to qualifying low-income families who attended the information sessions on the proper installation of the car seat by certified CPS Instructor William Van Alstyne.

Research, Evaluation and Analytical Support for New York's Performance-Based Occupant Protection Program

Statewide Observational Survey of Seat Belt Use

At GTSC's request and to meet federal requirements, ITSMR conducts New York State's annual observational survey of seat belt use. Twelve counties and ten observation sites within each county are included in the survey. In accordance with NHTSA requirements, ITSMR staff selected a new set of observation sites to be used starting with the 2018 seat belt survey. The new sites were approved by NHTSA in February 2018.

The annual statewide observation survey of seat belt use for 2022 was recorded at 91.90%.

Evaluation of New Seat Belt Law Covering All Back Seat Passengers

At GTSC's request, ITSMR has developed a research plan for assessing the effectiveness of the new legislation, effective November 1, 2020, requiring all occupants of motor vehicles to use safety restraints, by looking at various measures before and after the implementation of the law. These measures include characteristics of crash data, ticket data and self-reported behaviors and awareness of the new mandate.

Seat Belt Data Reports

At the request of GTSC staff, ITSMR's multi-page reports related to reported seat belt use in crashes were updated with final 2020 crash data. A statewide report and reports for each of the counties in the state were compiled. GTSC staff present these reports at meetings at the county level, to raise awareness of the extent to which vehicle occupants in crashes within the county were riding unrestrained in violation of the law, the severity of the injuries suffered in these crashes, and differences in restraint use among occupants in crashes during the day and at night and when speeding or alcohol were factors in the crashes.

COMMUNITY TRAFFIC SAFETY PROGRAMS

The Community Traffic Safety Programs area includes projects undertaken by local jurisdictions to address their traffic safety problems and statewide initiatives to enhance local programs. Funded projects encompass strategies from several traffic safety program areas and contribute to the achievement of New York's overall statewide goals and objectives.

Some of the strategies and outreach efforts that counties are encouraged to integrate into their local programs stem from state-level initiatives focusing on specific issues such as drowsy driving and pedestrian safety, or special groups such as younger drivers, older drivers, children, and diverse populations. During FFY 2022, GTSC conducted activities to improve traffic safety in partnership with the Saint Regis Mohawk Tribe which included participation on their local road safety plan. Plans had also been made to conduct traffic safety outreach for the Shinnecock Indian Nation but due to COVID-19, activities were cancelled during FFY 2022. GTSC will continue its outreach to develop traffic safety initiatives on tribal territories, consistent with its goal to discuss ways to develop and strengthen sustainable relationships that will lead to reductions in traffic-related injuries and deaths among members of underserved populations.

ASSESSMENT OF PROGRESS

The core outcome measure for tracking progress in the Community Traffic Safety Programs area is Drivers Age 20 or Younger Involved in Fatal Crashes.

Status of Community Traffic Safety Programs Target for FFY 2022

❖ Drivers Age 20 or Younger Involved in Fatal Crashes (State Data): Decrease the 5-year rolling average for 2018-2022 to 92.1

Status: Not Met

From 2017 to 2020, the five-year moving average number of drivers under age 21 involved in fatal crashes followed a general downward trend, from 103.4 to 92.8. The trend was reversed in 2021, reaching 94.0 after annual increases from 83 in 2019 to 98 in 2020 and 108 in 2021. This average shows that the target of 92.9 estimated for 2021 was met, but the target of 92.1 estimated for 2022 is not likely to be met.

Adjustments Planned for Upcoming HSSP to Reduce Drivers Age 20 or Younger Involved in Fatal Crashes

The increase in the number of drivers age 20 or younger involved in fatal crashes is of great concern to GTSC. New York will adjust its next Highway Safety Plan to increase its programs aimed at teen and young adult driver safety.

COMMUNITY TRAFFIC SAFETY PROJECTS AND ACTIVITIES FUNDED IN FFY 2022

New York used a data-driven approach to identify a comprehensive set of strategies for the state's Community Traffic Safety Programs that collectively will contribute to progress in meeting the state's highway safety targets set in the FFY 2022 HSSP. Included under the strategies below are descriptions of selected Community Traffic Safety projects that highlight the activities undertaken in this program area. The complete list of projects implemented in FFY 2022 is included as Appendix A. The project title, number and amount of funds awarded are provided for each project.

Community-Based Highway Safety Programs

Niagara County Sheriff's Office (NCSO)

The Niagara County Sheriff's Office garnered much success in FFY 2022 in their community-based traffic safety program. Their comprehensive approach emphasized various facets of traffic safety outreach including pedestrian and bicycle safety, bus safety, teen driver outreach, and child passenger safety.

Pedestrian safety courses shifted largely to the fall, to reach students walking back to school and to accommodate many schools wanting to incorporate pedestrian safety into their Halloween celebrations. NCSO showed age-appropriate PowerPoint presentations that included videos and questions to help keep the students engaged. They also demonstrated the different types of signs and signals that students may encounter when walking. They provided handouts for the students to share with their families as well as fun songs and poems to help them remember important safety tips.

The Traffic Safety Office participated in eleven health and safety fairs during the 2022 grant cycle, ten held during the second half of the year. These fairs help reach older members of the community as well as teen drivers and their parents, to open lines of communication regarding distracted driving. Pedestrian safety was a main focus at all these events. NCSO brought a Pedestrian Safety banner to these fairs to engage participants in conversation. They also used many of the pedestrian safety resources GTSC provided for students and parents.

A highlight of the program is the annual Traffic Safety Fair which was selected to be part of the Ford Driving Skills for Life grant. With the assistance of GHSA and GTSC, NCSO provided enhancements to their normal fair. These included demonstrations of pedestrian strikes, skid stops and work zone speeding, as well as topics for discussion including drowsy/distracted driving, drunk/drugged driving, pedestrian safety and bike safety. They invited Marianne Angelillo and Karen



Torres as victim impact speakers. Both ladies provided first-hand accounts and information that many students do not think about when they engage in destructive behaviors.

NCSO continues to provide one of the premier community-based county-wide traffic safety programs in New York.

Mohawk Valley Resource Center for Refugees

Oneida County is a culturally diverse community. 19.4% of the population is foreign-born. The Mohawk Valley Resource Center for Refugees has worked with GTSC and DMV to translate relevant traffic safety documents into various languages such as Arabic, Burmese, Karen, Malay, and others. In FFY 2022, the Center provided traffic safety-related training both virtually and in-person throughout their community. 2,506 people were provided multilingual education on various aspects of traffic safety through presentations and community events. The Center conducted traffic safety education and outreach at events including A Walk in Their Woods, The Latino Festival, and several local church events.

The program provides general traffic safety education to newly arrived refugees, established refugees, and other immigrants. The education/information is provided in segments over the course of the year and includes general traffic safety laws and regulations, older driver safety, winter traffic safety, basic road signs, passenger safety, See and Be Seen pedestrian safety, school bus safety, bicycle safety, slow-moving vehicles education, and Memorial Day DWI messaging.

In addition to the center's highway safety grant, the agency has a robust child passenger safety grant. 40 seats were checked at their permanent fitting station. 349 people were educated in their low-income seat distribution program and 191 seats were distributed.

Teen and Young Adult Safe Driving Program – Putnam County Youth Bureau

The Putnam County Youth Bureau developed a new Teen and Young Adult Safe Driving Program. The program included outreach and education to improve teen and young adult driver safety through expansion of the Simulated Impaired Driving Experience (SIDNE) Program in area high schools and the Parents As Driving Partners Program. This program included a Teen Driving Court for drivers under the age of 18. A driver education diversion program was developed and specifically addressed drivers ages 16 to 21.

The Teen Driving Court, an extension of Putnam County Youth Court, expanded existing partnerships with the Town of Carmel Court and the Putnam County Probation Department to include courts in the Towns of Kent, Philipstown, Putnam Valley and Southeast and the Villages of Brewster and Cold Spring. Participants appeared before their peers who acted as judges, jurors, defense attorneys and prosecutors.

The Putnam County Teen and Young Adult Safe Driving Program worked with school districts, community organizations and youth to develop presentations and activities that would spotlight youth traffic safety and engage youth in addressing issues about teen driving safety. In 2022 the Youth Bureau hosted two Highway Safety Peer-led Educational Presentations. 574 people signed Parents As Driving Partners agreements, and 392 students attended in-person SIDNE presentations. Twelve students attended virtual presentations.

Statewide Implementation of Traffic Safety Initiatives

Drowsy Driving

The number of fatalities involving drowsy drivers was 633 or 1.6% of total fatalities nationwide in 2020, according to the National Highway Traffic Safety Administration (NHTSA). Drowsy driving is common among teenagers and college-age students due to sports/extracurricular activities that are scheduled later in the day, after-school jobs, homework demands, socializing, digital media in bedrooms and early class start times.



GTSC continued to raise awareness of the dangers of drowsy driving in FFY 2022. Through a statewide press release issued on behalf of New York's Partnership Against Drowsy Driving (NYPDD), the NYS Department of Motor Vehicles (DMV) promoted National Drowsy Driving Prevention Week in November, which coincides with the end of Daylight Saving Time. NYPDD members include representatives from GTSC, Students Against Destructive Decisions (SADD), the NYS Departments of Health (NYSDOH), Motor Vehicles (DMV) and Transportation (DOT), the NYS Thruway Authority, New York State Police (NYSP), NYS Sheriffs' Association, NYS Association of Chiefs of Police (NYSACOP), NYS Association of Traffic Safety Boards, NYS Motor Truck Association, AAA Hudson Valley, Stony Brook University School of Health Technology and Management, and NY Association for Pupil Transportation.

Working with NYPDD, GTSC conducted outreach and education on the dangers of drowsy driving to students on twelve City University of New York and State University of New York college campuses. GTSC used the established curriculum developed by the Stony Brook University School of Health Technology and Management, and a victim advocate who lost her sister in a drowsy driving-related crash, to provide education and awareness to younger drivers. The goal of the outreach was to change social norms on sleep impairment and relay the message that drowsy driving cannot be ignored and is a dangerous, preventable behavior that can result in injury and death.

SADD has partnered with GTSC in conducting younger driver outreach by engaging college students in a public service announcement (PSA) challenge to create simple messaging about drowsy driving awareness. Peer-to-peer engagement has met with great success and New York's Stay Awake! Stay Alive! program has been highlighted on the SADD website. The top three challenge PSA videos are currently displayed at DMV issuing offices and Thruway stops across the state. GTSC plans to continue to bring opportunities such as drowsy driving awareness to other colleges across New York. GTSC will continue to engage all drivers across the state about preventable injuries and deaths that result from traffic crashes as they remind drivers to "Stay Awake! Stay Alive!"

Statewide Communications and Outreach

Survivor Advocate Program

For FFY 2022, SADD again oversaw the Speakers Bureau, underwritten by GTSC. Funding supports this Bureau to provide education and outreach to traffic safety stakeholders and high-risk populations. Jacy Good, a nationally recognized advocate to end distracted driving; Marianne Angelillo, an accomplished author whose son was killed in an impaired driving crash; and Karen Torres, whose father was killed by a distracted driver, form the Speakers Bureau.

The program was expanded this year and reached over 22,700 participants. Using a hybrid approach with virtual and in-person events, advocates remained active and engaged in helping to spread the message of traffic safety at a variety of driver's education schools, programs, Family, Career and Community Leaders of America (FCCLA) clubs of New York State, the New York State Public High School Athletic Association (NYSPHAA) and their athlete leaders, traffic courts and Victim Impact Panels, Injury Prevention Programs and groups, and alternative learning programs.



Commercial Motor Vehicle Safety

New York State Truck Safety & Education Symposium and Safety Exhibition

The 2022 NYS Truck Safety & Education Symposium and Safety Exhibition was held on April 4-6, 2022. The symposium provided the trucking industry with a myriad of information on regulatory updates by FMCSA, NYSDOT, NYSDMV and NYSP, as well as various presentations by speakers involved in the trucking industry. As has been the case in previous years, GTSC set up a booth, virtual this year, with safety education and outreach materials specifically geared towards the CMV driver. Topics included avoiding drunk, drugged, distracted, and drowsy driving, low bridge strike mitigation, the Move Over law and load securement. Ms. Daria Egan from the Department of Homeland Security, the keynote speaker, presented information on human trafficking & smuggling.

New York State Annual Highway Safety Symposium Coordination

The annual New York State Highway Safety Symposium is sponsored by GTSC, the NYS STOP-DWI Association and the NYS Association of Traffic Safety Boards. At their request the Institute for Traffic Safety Management and Research (ITSMR) is responsible for coordinating the Symposium. A member of the ITSMR staff serves as Event Coordinator. With direction and oversight from the symposium planning committee, the coordinator is responsible for the following tasks:

- Identifying facilities in different regions of the state suitable for hosting the symposium, negotiating contracts with the selected facilities, and facilitating the execution of the contracts by the University at Albany's fiscal officer



- Developing a budget and managing the symposium account, including the receipt of registration fees and the payment of expenses
- Managing the registration process; preparing the call for papers, save the date cards, the program and all other written materials and messaging, as required; identifying vendors and organizing the exhibit areas; and developing contracts for special services and speakers

During FFY 2021 the symposium, scheduled to be held in person in Lake Placid, NY, on October 19-22, 2020, was canceled due to health and safety concerns relating to the COVID-19 pandemic. In September 2021 the symposium was conducted in a virtual format consisting of a series of individual webinars on priority topics in traffic safety. During FFY 2023 the symposium was back in person in Albany, NY, October 26-28.

Younger Driver Outreach and Education

Students Against Destructive Decisions (SADD)

For FFY 2022, GTSC continued its effective partnership with SADD. Building off the successes of their FFY 2021 grant, SADD now has 193 registered clubs across the state.

The global COVID-19 pandemic forced NY SADD to rethink programming opportunities and how to successfully reach students during the various forms of social distancing and remote schooling. Despite these challenges, SADD was able to conduct 285 in-person events as well as 104 virtual events. The State Coordinator took standard SADD programming and partner programs and transformed them to a virtual space where students across the state, and at times the nation, were able to access quality traffic safety programming from the safety of their homes.

One such new program developed a unique partnership with AAA Northeast to provide their marijuana impaired driving prevention program, ShiftingGears, to SADD chapters at no cost. Students, law enforcement, community partners and more now have the option to be trained as trainers in this program, an evidence-based curriculum which has been evaluated by Brown University, to help engage and inform their communities on the dangers of marijuana-impaired driving and prevention. This partnership has been brought to the national level, resulting in SADD National having an exclusive partnership with AAA Northeast to disseminate this program to SADD's network across the country. Working together, GTSC and SADD are leading the way in regional and national partnerships to increase efforts to address impaired driving issues.



As a recognized national leader synonymous with teen safety, SADD continues to lead the way in New York and is the premier organization to actively educate and engage with our younger drivers. The 2022 GTSC Chair Award was presented to Lauren Zimmerman-Meade, Regional Manager of NY SADD.

Older Driver Outreach and Education



While the data continue to show that older drivers are underrepresented in fatal and personal injury crashes based on the proportion of the state's licensed drivers who are in this age group, drivers over 65 who are involved in crashes are more likely to sustain serious injuries or be killed than younger drivers. Currently, drivers 65 and older represent approximately 22% of New York's licensed drivers.

The COVID-19 pandemic continued to pose a challenge for participation in CarFit events in FFY 2022. However, GTSC continued its participation in the multi-state Aging Road User Collaborative. This provided an ongoing opportunity to review and assess older driver traffic safety educational outreach and educational resources to explore ways to reach this key demographic. GTSC also finalized development of a tip card that provides a sampling of prescription and OTC medications that may impair driving ability. GTSC is also reviewing several tip cards that provide guidance to senior drivers on how to properly navigate traffic circles and how to properly negotiate a right on red.



Outreach to Minority and Other Underserved Populations

Ensuring that engagement and educational programs not only extend throughout all areas of the state but also reach all segments of the population requires special ongoing initiatives that focus attention on vulnerable road users, especially in diverse communities with underserved populations. During FFY 2022 GTSC provided opportunities for grantees and partners to participate in virtual town hall meetings to provide input on re-establishing or making new connections with those community-based organizations in the underserved communities, whose members are overrepresented in crashes. The goal is to create opportunities to engage with the groups most affected by fatal and serious injury crashes. GTSC wants to engage with vulnerable road users from diverse communities in an equitable manner and develop a more inclusive highway safety strategic plan.

During FFY 2022, GTSC and partners conducted traffic safety outreach to multiple underserved populations in the urban and rural areas of the state, including tribal nations, religious organizations, refugee resettlement areas, economically disadvantaged areas, and a host of diverse ethnic populations. GTSC will work with its partners from across New York to provide education and engagement opportunities related to child passenger safety, distracted driving, pedestrian safety, older driver issues, occupant protection, impairment and other topics related to traffic safety. GTSC continues to encourage creative outreach efforts to develop equitable access to traffic safety initiatives with its main goal to keep New York's roadways safe for all users.

The Allegany County Amish Safety Advisory Board was established in December 2016 to identify roadway safety issues affecting the Amish, develop communication strategies and materials for education and outreach to the rural Amish, and discuss laws pertaining to slow-moving vehicles. A

public information campaign on sharing the roadway safely with slow-moving vehicles was conducted using:

- Ardent Solutions, Inc., website
- Press releases
- Public service announcements
- Display materials at local farm markets and county fairs
- Materials distributed to local businesses and Amish businesses
- Presentations to local communities

As another example, GTSC began a cooperative effort with the NHTSA Region 2 office to identify and engage community organizations in traditionally minority and underserved areas of Westchester County. Through a series of meetings and public appearances, NHTSA and GTSC have been informing these groups about the opportunities available to them through grant programs.



Statewide efforts have also been made to expand traffic safety grant opportunities to non-traditional partners for inclusion in the grant application process. Outreach to those diverse groups is ongoing and the number of grant outreach efforts are increasing. In 2022, 547 grant proposals were submitted.

TRAFFIC RECORDS

New York's commitment to improving the state's traffic records systems is evidenced by the progress that continues to be made in making these systems more responsive to the state's traffic safety community. The data captured by these systems are critical to New York's performance-based program planning processes used by the state's traffic safety agencies and organizations to develop and implement traffic safety initiatives. New York was awarded \$2.9 million in 405c traffic records funding for FFY 2022. The projects supported in this area focused on improving the timeliness, accuracy and availability of traffic safety-related data with regard to the state's crash, citation/adjudication, driver, injury surveillance, vehicle, and roadway records systems. Initiatives were also undertaken during the past year to improve the data linkages among agencies that use traffic records systems for the purposes of problem identification, and the management and evaluation of safety programs. The many initiatives conducted in FFY 2022 were undertaken by agencies at the state and local levels, including the Governor's Traffic Safety Committee (GTSC), the Department of Motor Vehicles (DMV), the Department of Transportation (DOT), the Department of Health (DOH), the State Police, the Office of Court Administration (OCA), the Office of Addiction Services and Support (OASAS), the Metropolitan Planning Organizations (MPOs), and the Institute for Traffic Safety Management and Research (ITSMR).

During FFY 2022, the state's traffic safety community continued to handle and address health and safety issues as the results of the COVID-19 pandemic. The pandemic continued to have an impact on the capture, reporting and timely availability of crash and citation data during FFY 2022. Improvements in these areas have been made but have not returned to pre-COVID-19 levels. New York's law enforcement agencies and courts across the state continue to improve the process and availability of crash and citation data.

The NYS office of Information Technology Services (ITS) continues to develop and implement alternate methods for the public to conduct critical state business due to the impact of the ongoing COVID-19 pandemic.

The strategies implemented in this program area and the progress made during FFY 2022 in attaining the performance goals and objectives are summarized below.

ASSESSMENT OF PROGRESS

Traffic Records Targets for FFY 2022

- ❖ To reduce the mean number of days from the date a crash occurs to the date the crash report is entered into the Accident Information System (AIS) database from the baseline of 17.12 days (April 1, 2020-March 31, 2021) to 16.95 days (April 1, 2021 – March 31, 2022).
- ❖ To increase the percentage of crash records in AIS with no errors in the critical data element of Lat/Long Coordinates from the baseline of 91.08% (April 1, 2020 – March 31, 2021) to 91.99% (April 1, 2021 – March 31, 2022).
- ❖ To increase the percentage of crash records in AIS with no missing data in the critical data element of Roadway Type from the baseline of 96.74% (April 1, 2020 – March 31, 2021) to

97.71% (April 1, 2021 – March 31, 2022).

- ❖ To reduce the mean number of days from the date a citation is issued under the Traffic Safety Law Enforcement and Disposition system (TSLED) to the date the citation is entered into the TSLED database from the baseline of 8.29 days (April 1, 2020 – March 31, 2021) to 8.21 days (April 1, 2021 – March 31, 2022).
- ❖ To reduce the mean number of days from the date of charge disposition to the date the charge disposition is entered into TSLED from the baseline of 40.03 days (April 1, 2020-March 31, 2021) to 39.63 days (April 1, 2021 – March 31, 2022).
- ❖ To reduce the mean number of days from the date a citation is issued under the Administrative Adjudication system (AA) to the date the citation is entered into the AA database from the baseline of 14.08 days (April 1, 2020-March 31, 2021) to 13.94 days (April 1, 2021 – March 31, 2022).

Status of Performance Measures

Based on the guidelines issued by NHTSA in FFY 2014 with regard to the comparative duration periods (baseline and performance periods), the table below presents the status of the performance measure targets set for FFY 2022.

CRASH AND CITATION/ADJUDICATION INFORMATION SYSTEMS			
PERFORMANCE TARGETS			
Performance Attributes & Measures	Baseline Period April 1, 2020- March 31, 2021	Performance Period April 1, 2021- March 31, 2022	Targets April 1, 2021- March 31, 2022
Accident Information System (AIS)			
Timeliness - Crashes			
Mean # of days from crash date to date crash report is entered into AIS	17.12 days	9.99 days	16.95 days
Accuracy			
Percentage of crash records in AIS with no errors in the critical data element of Lat/Long Coordinates	91.08%	94.05%	91.99%
Completeness			
Percentage of crash records in AIS with no missing data in the critical data element of Roadway Type	96.74%	95.81%	97.71%
TSLED System			
Timeliness – Citations			
Mean # of days from citation date to date citation is entered into TSLED database	8.29 days	10.18 days	8.21 days
Timeliness – Citations			
Mean # of days from date of charge disposition to date charge disposition is entered into TSLED database	40.03 days	26.38 days	39.63 days

Administrative Adjudication System			
Timeliness – Citations			
Mean # of days from citation date to date citation is entered into AA database	14.08 days	9.10 days	13.94 days

The table above shows that the target of 16.95 days set for the AIS timeliness measure was met. The mean number of days from the crash date to the date the crash report was entered into the AIS database decreased from 17.12 days in the baseline period to 9.99 days in the performance period (April 1, 2021 – March 31, 2022). The implementation and improvements to allow for a hybrid working environment for staff due to the COVID-19 pandemic and a lesser need for law enforcement activity to address COVID-19 needs assisted with meeting the goals set for the crash and ticket systems.

The target of 91.99% established with regard to the AIS accuracy measure was met. The percentage of crash records with no errors in the critical data element of Lat/Long Coordinates increased from 91.08% in the baseline period to 94.05% in the performance period (April 1, 2021-March 31, 2022) due to improvements in the automated location coding process. The full implementation of NYSDOT's new Crash Location Engineering and Analysis Repository (CLEAR) system will continue to provide better crash location data in FFY 2023. Accuracy could be further improved if all the Traffic and Criminal Software (TraCS) police agencies used the locator tool within TraCS.

The target of 97.71% established with regard to completeness related to the AIS was not met. The percentage of crash records with no missing data in the Roadway Type field decreased from 96.74% in the baseline period (April 1, 2020-March 31, 2021) to 95.81% in the performance period (April 1, 2021-March 31, 2022). The increase was likely not met due to the ongoing loss of knowledgeable staff, the continuous hiring and training process of new staff and the implementation and training on the new CLEAR system. The full implementation of NYSDOT's new CLEAR system will continue to provide more complete data for this and other fields in FFY 2023.

Regarding the timeliness of the TSLED citation data, the mean number of days from the citation date to the date the citation is entered into the TSLED database rose from 8.29 days in the baseline period (April 1, 2020-March 31, 2021) to 10.18 days in the performance period (April 1, 2021-March 31, 2022), missing the goal of 8.21 days set in the FFY 2022 strategic plan. This increase can be attributed to a technical issue with the transmission and processing of data that was identified and resolved during FFY 2022. Timeliness should improve in FFY 2023.

The target of 39.63 days established in regard to the TSLED disposition timeliness measure, the mean number of days between when the citation is adjudicated until it is entered into the TSLED database, was met. The mean number of days from the date of the charge disposition to the date the charge disposition is entered into the TSLED database decreased from 40.03 days in the baseline period to 26.38 days in the performance period (April 1, 2021 – March 31, 2022). This decrease can be attributed to the return of resources and staffing to their pre-COVID levels and improvements to the adjudication processes.

The table above shows that with respect to the timeliness of the AA citation data, the target of 13.94 days was met. The mean number of days from the citation date to the date the citation is entered into the AA database decreased from 14.08 days in the baseline period to 9.10 days in the performance period (April 1, 2021 – March 31, 2022). This decrease can be attributed to the return of resources and

staffing to their pre-COVID-19 levels.

In FFY 2022, the TRCC continued to assist with the coordination and direction of efforts to upgrade the state's traffic safety-related data systems. ITSMR also continued to play a prominent role in coordinating various activities related to improving the state's traffic records systems. As designated by GTSC, an ITSMR staff member serves as the state's Traffic Safety Information Systems (TSIS) Coordinator. The TSIS Coordinator is responsible for coordinating and assisting with the work of GTSC and the TRCC in carrying out their respective responsibilities in regard to the planning process and development of the state's traffic records strategic plan.

New York's Traffic Safety Information Systems Strategic Plan: FFY 2023 is evidence of the continuing importance placed on improving the state's traffic records systems. Developed by GTSC with the assistance of ITSMR and the state's TRCC, the plan provides an opportunity for New York to continue to make further improvements in its traffic records systems which support the decision-making process for highway safety managers in New York State. During the past year, the FFY 2023 plan was developed and became an integral part of New York's FFY 2023 application for traffic records funding under Section 405c of the FAST Act. New York was awarded \$2.9 million for FFY 2022.

In FFY 2022, ITSMR also continued to be responsible for the verification of the crash data in DMV's AIS and for querying and extracting information from the AIS. ITSMR has similar responsibilities with regard to the TSLED and AA ticket systems. ITSMR extracts and analyzes highway safety data from these systems to meet the needs of DMV and GTSC; their major state agency partners, including DOT, the State Police, and DOH; and other state and local highway safety organizations. ITSMR also assists DMV in enhancing its capability to query and retrieve information from the crash (AIS), ticket (TSLED and AA) and driver license files.

In addition, ITSMR continues to annotate and update the data dictionary and other database documentation materials for the AIS, as warranted. ITSMR is also responsible for the maintenance of the state's Traffic Safety Statistical Repository (TSSR) which is accessible through ITSMR's website (www.itsmr.org/TSSR) and allows users to generate a number of statistical summary reports. As of December 1, 2022, the TSSR provides access to the state's finalized crash and ticket data for the years 2012-2021 and the preliminary data for 2022. ITSMR continues to generate custom reports on crashes and tickets upon request.

ITSMR assists with the coordination and direction of efforts to upgrade and link, as appropriate, the state's various traffic safety-related data systems. This involves working with DOH to facilitate its annual creation of a Crash Outcome Data Evaluation System (CODES) database and with DOT to obtain more timely information on qualifying fatal and personal injury crashes involving large trucks and buses.

In FFY 2022, an ITSMR staff member was a liaison with NHTSA and worked with other state agencies on completing the NHTSA Traffic Records Assessment. NYS decided to do the Self-Assessment option which resulted in responding to 328 requirements regarding the six core traffic records systems, the TRCC management process and data usage and integration. Of the 328 requirements, NYS fully met 218 (67%), partially met 54 (16%) and did not meet 56 (17%) of them. The assessment generated 14 recommendations which will be followed up on in future TRCC meetings and in the NYS Traffic Records Strategic Plan.

ITSMR continues to be responsible for providing the data needed to support the development of the state's major planning documents: the Highway Safety Strategic Plan (HSSP) and the Commercial Vehicle Safety Plan (CVSP) required for the receipt of federal highway safety funds by GTSC and DOT. In FFY 2022, ITSMR also provided data and assisted in the preparation of the 405 grant applications and reports that were required for the receipt of several different categories of incentive funds available under the FAST Act.

TRAFFIC RECORDS PROJECTS AND ACTIVITIES FUNDED IN FFY 2023

Statewide Coordination of Traffic Records Systems Improvements

New York's TRCC plays a key role in coordinating improvements in the timeliness and accuracy of the state's traffic records data systems and the availability and use of the data at all jurisdictional levels. The state's numerous traffic safety partners make extensive use of traffic records data in the identification of traffic safety problems and potential solutions. GTSC continues to partner with other agencies and coordinate efforts with other sources of funding to complete projects to improve traffic records systems, files and programs. During FFY 2022, these efforts resulted in the preparation of the *NYS Traffic Safety Information Systems Strategic Plan: FFY 2023*. The implementation of this strategic plan will continue to support improvements in the state's various traffic records systems. Key improvements in the traffic records systems that occurred in FFY 2022 are summarized below.

Improvement of Crash and Citation/Adjudication Systems

In FFY 2022, NYS DMV received 405c funding and began work on the *AIS Replacement* project and issued a contract to Lexis Nexis for the development and maintenance of the new crash reporting system. The new system will replace the current Accident Information System. It is anticipated that this will be a two-year project and will be a statewide effort as many NYS and law enforcement agencies will need to implement system changes to transmit and receive crash data from the new system. A TRCC working group met in 2018-2019 to review the existing crash forms, MMUCC requirements and current agency needs for crash data. A document was developed that has been shared with the vendor and every effort will be made to incorporate the necessary changes.

During FFY 2022, FAST Act funds (Section 405c) provided continuing support to expand the electronic capture and transmission of police crash reports and traffic tickets from the field and disposition information from the courts. This support includes the purchase of equipment such as printers, bar code readers and magnetic strip readers. In FFY 2022, the number of enforcement agencies, including the State Police, collecting and transmitting crash and/or ticket data to DMV remained steady at 519 from October 2021 to October 2022. An additional four agencies run the TraCS software but are not currently transmitting data. Currently, approximately 95% of the TSLED and AA citations and 75% of the police-reported crashes are being sent to DMV electronically. In addition, over 1,200 of the state's 1,400 courts are using the e-disposition process to report dispositions electronically to DMV. The collecting and/or transmitting of crash and ticket data to DMV is the result of the project titled *TraCS Electronic Crash and Ticketing System*, which has been funded in recent years under Section 405c.

During FFY 2022, the NYSP purchased Niche RMS, a commercial off-the-shelf law enforcement records management system. NYSP will use Niche RMS to replace SJS and TraCS for the NYSP, as well as other NYSP legacy systems. NYSP is currently piloting Niche RMS in two zones, one in Troop F, the other in

Troop G. NYSP is expected to complete its rollout to field units in all Troops by the end of 2023. Once fully implemented, the number of TraCS users will decrease but the number of agencies transmitting data electronically will not.

In FFY 2022, various agencies and organizations continued efforts to improve the quality and access to the state's crash and ticket data. DMV continued to make improvements to the state's crash and ticket records systems through the development and implementation of both hardware and software applications. NYS DOT implemented its new location coding system, CLEAR. The new CLEAR system utilizes the latest software, querying and GIS tools to improve the accuracy, accessibility and analysis of crash location information throughout the state. ITSMR continued its efforts to develop new reports and add functionality to the TSSR. Many of these projects were funded under Section 405c.

Another effort undertaken in FFY 2022 to improve the crash and citation/adjudication systems was the *Maintenance of the Traffic Safety Statistical Repository (TSSR)* project conducted by ITSMR. This project is designed to provide better access to more comprehensive New York State crash and ticket data through the internet.

Improvement of Injury Surveillance Files

During FFY 2022, DOH sustained its efforts to capture and report information from pre-hospital patient care reports (PCRs) electronically. DOH receives approximately 3.5 million electronic submissions per year. Currently, there is a mix of paper and electronic PCR data collection and reporting. There are multiple initiatives among ambulance services and regional Emergency Medical Services (EMS) systems to transition to electronic PCR using the National EMS Information System (NEMIS) standards. Currently, DOH has approximately 890 EMS agencies submitting data electronically, representing over 95% of the State's EMS call volume.

In FFY 2022, DOH continued the project entitled *Integrating Single and Polysubstance Impaired Driving Data into CODES*. This project will link Drug Recognition Expert (DRE) data with crash and ticket data, Geographic Information System (GIS) data, emergency department discharge data, hospitalization discharge data, trauma registry data, and PCR data, providing more complete information on the true impact of single and polysubstance involved motor vehicle driving and related injuries in New York State. Publicly available DMV licensed driver data, census data and environmental data will also be added to CODES to enhance the understanding of single and polysubstance driving. This project also addressed the specific deficiencies noted in the NHTSA 2016 assessment with respect to the state's injury surveillance system.

Improvement of Driver License Data System

The DMV automated Driver License File contains approximately 29 million records, approximately 16.6 million of which are active. The file provides detailed information for all drivers who are licensed in New York State and limited information for unlicensed or out-of-state drivers who have been convicted of a moving traffic violation or been involved in a motor vehicle crash in the state. New York is recognized as having one of the best license issuance processes in the United States, due in large part to its use of facial recognition (FR) technology to stop identity theft and driver license fraud by preventing and deterring the issuance of multiple licenses to a single individual. Upon request, ITSMR continues to assist DMV's Division of Field Investigation (DFI) in identifying the traffic safety concerns related to multiple licenses.

DMV is working on developing a process to utilize the State-to-State (S2S) American Association of Motor Vehicle Administrators (AAMVA) hosted verification service for New York State driver license and non-driver ID transactions. This service will allow New York State to verify if an applicant holds a document in another state to ensure the One Driver/One License/One Record vision. This service is scheduled to be implemented in May 2023.

DMV implemented the Entry Level Driver Training program in February 2022 that provides for additional requirements for Commercial Driver's License (CDL) drivers whose permits are issued after February 7, 2022. This program requires drivers to complete a federally approved driver training class before they receive a new passenger endorsement, school bus endorsement, Class A or Class B license. This ensures that potential CDL drivers receive clear, consistent training before they are allowed to operate on roadways across the country.

Improvement of Vehicle Data Systems

DMV is the repository agency for the state's core vehicle data system, the Vehicle Registration File. The file contains approximately 46 million records, of which approximately 12 million are active. New York continues to realize the benefits from a Section 408-funded project conducted by DMV during the two-year period, FFY 2012-2013, to improve the structure of its registration, insurance and vehicle files. The project standardized the names and addresses on the individual records in each file, established linkage capabilities between the files and enhanced existing search capabilities to allow users to search for records using multiple identifiers, as warranted. It improves the accuracy of the records in these various files through the reduction of duplicate data. NYS DMV also adheres to the PRISM (Performance and Registration Information Systems Management) program.

MYS DMV has received a 405c grant to begin working on a new project that will allow other entities, authorized by NYS Vehicle and Traffic Law, to directly add and remove Registration and VIN suspensions and revocations to and from NYS DMV records. NYS Vehicle and Traffic Law requires that DMV suspend or revoke a registration or VIN due to violation of law and at the request of various entities. This new system will allow for improvement in the timeliness of placing a suspension on a registration or VIN record and allow improved accessibility to the records for other NYS agencies and enforcement. It is anticipated that this will be a two to three-year project.

Improvement of Roadway Data Systems

During FFY 2022, NYSDOT continued its efforts to expand the collection of traffic volume data on the local highway system and tracking dual carriage highways, enabling NYSDOT to enhance and refine its safety programs in a more equitable manner for all highways within the state. Efforts are also being continued to use new technology to improve and enhance querying/reporting capabilities, creating stricter quality control protocols for data and develop linkage protocols for selected data systems, including SIMS, Roadway Inventory System (RIS), Bridge Data Management System (BDMS), and PIES. Collectively, the results of these efforts give NYSDOT the ability to combine and analyze roadway-related data in support of engineering solutions that are designed to improve traffic flow, thereby reducing the effects of some dangerous driving behaviors, and to decrease crashes, fatalities and injuries.

DOT has begun implementing their new CLEAR system in phases that will combine their ALIS, SIMS and PIES systems into a single system. The new system will store both crash data and images, to be used to manage and analyze crash data and to serve as a safety information management system.

Development and Use of Data Integration and Data Linkages

The NYS Unified Court System and ITSMR jointly continued working on the *Implementation of E-Plea System for Local Courts* in FFY 2022. This project will develop and implement an e-plea system that can be used by the motorist to enter a plea without having to appear in court. For the large majority (estimated to be 75%-80%) of traffic citations issued, the new system will allow the motorist to enter a plea (guilty/not guilty) electronically, have it reviewed by the appropriate court personnel, receive notification on the sentencing fine and fees imposed, and pay the fine and fees on-line. In addition, the new system will be designed to send plea and sentencing-related information electronically to the UCMS which in turn would upload the appropriate data to the DMV's TSLED system for subsequent upload to the DMV's Driver License file. It is anticipated that this electronic plea system would result in the DMV receiving disposition data in an improved timely manner for approximately 1.5 million traffic tickets issued annually under the TSLED system.

OASAS completed work on the *IDS Integration of the UCMS IID and Treatment Data project*. This project electronically integrates UCMS data on impaired driving convictions into OASAS' Impaired Driver System (IDS), providing a more complete record on impaired driving events from arrest to conviction and sentencing.

OASAS continued work on the *Impaired Driver Data Warehouse Integration of UCMS Data* in FFY 2022. This project is designed to integrate data from OCA's UCMS into the OASAS IDS and Data Warehouse. This project will allow OASAS to integrate disposition and treatment sentence data from the UCMS into the IDS so that clinicians can use it for their screenings, assessments, and treatment services for impaired drivers. A process will also be established by which OASAS can share treatment data with OCA enabling updates to the UCMS so judges can easily access clinical data in real time.

New York continued its CODES initiative in FFY 2022, with ITSMR providing the 2019 crash data to be linked with DOH's injury surveillance files. This linkage effort supports program initiatives that focus on specific population sub-groups and permits the examination of costs associated with crashes. Improvements in data linkage capabilities continue to be important in analyzing various types of motor vehicle crash information related to the driver, vehicle, type of crash, location of crash, injuries, type of medical care received and the associated costs. ITSMR has also provided DOH with AIS and DRE toxicology data for the 2017-2019 years to support their new *Integrating Single and Polysubstance Impaired Driving Data into CODES* project.

In FFY 2022, ITSMR staff continued work on their *Traffic Safety Statistical Repository (TSSR)* project. Conducted with Section 405c funding, this project has enabled ITSMR to upgrade and enhance the data reporting capabilities in the TSSR, a data repository that provides access to motor vehicle crash data, traffic ticket data and related demographic data to the public via the internet (www.itsmr.org/TSSR). The TSSR environment was updated to SAS Visual Analytics software that will provide faster performance and handle more users and data. Staff created several new customizable reports and report sections, or tabs, according to users' needs. Online documentation was updated and user activity continues to be monitored and tracked.

Use of Technology to Disseminate Information

A major medium for disseminating Information on new developments in traffic safety, research programs and other topics continues to be GTSC's website (www.trafficsafety.ny.gov). The website and other technologies, such as podcasts, are important in the communication of data, training and educational messages, and public information relating to highway safety programs that will benefit all GTSC's customers and partners, as well as the general public. Efforts to expand the communication capabilities and resources of the traffic safety community will continue to be supported.

Research and Evaluation

Research and evaluation continue to be vital components of the highway safety planning process. During FFY 2022, research continued to support the development, implementation and evaluation of new initiatives in conjunction with the state's 402 grant program. In addition, analytical support has been provided to traffic safety agencies and organizations at all jurisdictional levels, including the collection, analysis and reporting of data. Initiatives to provide training and technical assistance in the use of the state's traffic records systems were also supported. ITSMR provides research and evaluation support to DMV and GTSC and its partners. ITSMR's services include the following:

- The design and conduct of research and evaluation studies for DMV and GTSC, including studies mandated by the State Legislature
- Responses to all data requests in accordance with policies and procedures established by DMV and GTSC. The data provided in response to such requests meet a myriad of needs, from supporting internal planning efforts to providing data to the media on various highway safety issues. ITSMR also responds to *ad hoc* requests for highway safety data and provides information that combines data from various records systems, including ticket, crash and driver history data.
- Provision of critical data services and analytical support that enable GTSC to fulfill the requirements for receipt of federal highway safety funds under the 402 Highway Safety Program
- Assistance in implementing a performance-based planning process, a requirement of the 402 Highway Safety Program since the mid-1990s
- Data analyses and preparation of documentation demonstrating New York's compliance with grant award criteria
- Preparation of New York's applications for federal Section 405 National Priority Safety Programs: Occupant Protection (405b), State Traffic Safety Information System Improvements (405c), Impaired Driving Countermeasures (405d), Motorcyclist Safety (405f) and Non-Motorized Safety (405h)

PROGRAM MANAGEMENT

The Governor's Traffic Safety Committee (GTSC) is responsible for the coordination and implementation of New York State's comprehensive highway safety program, including the administration of the National Highway Traffic Safety Administration (NHTSA) Section 402 program. In FFY 2022, New York was also successful in qualifying for Section 405 National Priority Safety Program funds in Occupant Protection (405b), Traffic Records (405c), Impaired Driving (405d), Motorcycle Safety (405f) and Nonmotorized Safety (405h). Within this framework, GTSC works with its partners and networks to conduct a data-driven process to identify highway safety problems in New York State and collectively develop evidence-based strategies and programs to address these areas of concern.

ASSESSMENT OF PROGRESS

Program Management Targets for FFY 2022

- ❖ Strengthen GTSC's role in setting goals and priorities for the state's highway safety program
- ❖ Identify highway safety problems and solutions to reduce fatalities and injuries on New York State's roadways
- ❖ Continue to promote the implementation of the state's Evidence-Based Traffic Safety Enforcement Program (TSEP)
- ❖ Provide direction, guidance, and assistance to support the efforts of public and private partners to improve highway safety
- ❖ Develop and maintain policies and procedures that provide for the effective, efficient and economical operation of the highway safety program
- ❖ Continue to expand technology as a means to disseminate traffic safety information, including online grant applications and using the internet to disseminate safety information through multi-media channels
- ❖ Coordinate and provide training opportunities and programs for New York State's traffic safety professionals
- ❖ Support the use of performance measures as an evaluation tool in the state's highway safety program
- ❖ Improve the timeliness of grant approvals and the allocation and liquidation of funding

Status of Performance Measures

GTSC was successful in meeting the targets related to the management of the state's 402 and incentive grant programs presented in the FFY 2022 Highway Safety Strategic Plan (HSSP). The first group of targets related to identifying traffic safety problems and setting goals and priorities, promoting evidence-based enforcement, providing guidance in improving traffic safety, and developing and maintaining policies regarding the operation of the highway safety program. These targets were collectively met through GTSC's continued implementation of a performance-based planning approach for the statewide traffic safety program.

In order to make efficient and effective use of the limited resources available to address the state's traffic safety priorities, GTSC continued to promote enhanced communication and coordination among GTSC agencies resulting in many important initiatives.

GTSC also continues to expand the use of technology to disseminate information and enhance communication to improve highway safety. In addition to posting call letters for grant proposals electronically and communicating with grantees electronically via the eGrant system, GTSC has funded a grant to transform the current Drug Recognition Expert (DRE) evaluation log from a paper system to an electronic query-ready database using tablet computers.

The GTSC website <https://trafficsafety.ny.gov> was used to disseminate information on traffic safety topics and programs and grant management materials. Multi-media content includes audio and video of recent campaigns. An events calendar for the child passenger safety program, police training programs and special enforcement details, and general traffic safety activities is also maintained on the website.

GTSC continued to provide support, guidance and direction to grantees via agency crash and ticket data reports and referrals to the Traffic Safety Statistical Repository (TSSR). GTSC staff members collaborate with traffic safety partners, such as the NYS STOP-DWI Association and the NYS Association of Traffic Safety Boards, to develop timely traffic safety information to be distributed by virtual means.

GTSC also met its goal to increase training opportunities for traffic safety professionals in New York by supporting the expansion of various training programs to cover new topics and address the needs of new audiences. The initiatives implemented in FFY 2022 included training sessions on DWI laws and other topics for prosecutors, judges, and law enforcement officers. In addition, GTSC continued to provide DRE and Advanced Roadside Impaired Driving Enforcement (ARIDE) training to law enforcement officers. GTSC staff continued to partner with the State Police and local agencies to deliver the Practical Guidelines for Motorcycle Enforcement training for police officers in FFY 2022.



The integration of evaluation into the statewide highway safety program has been an ongoing process. GTSC's partnership with the Institute for Traffic Safety Management and Research (ITSMR) ensures rigorous evaluations of major programs, thus providing for the effective and economical operation of the program. GTSC continues to include performance measures in the HSSP for use in assessing progress toward the goals and objectives established for the statewide program. There has also been steady improvement in the incorporation of performance measures and evaluation components into the applications submitted by local grantees. The use of performance measures by local grantees has been further encouraged by GTSC's reliance on quantifiable criteria in awarding grants.

In FFY 2022, eGrants was used for all aspects of the grants management process. A total of 580 grant applications for FFY 2023 funding were received and reviewed electronically; 548 of these applications were approved. GTSC completed the review of the FFY 2023 proposals by mid-August 2022.

PROGRAM MANAGEMENT PROJECTS AND ACTIVITIES FUNDED IN FFY 2022

New York State Highway Safety Strategic Plan (HSSP)

GTSC prepared and submitted New York State's HSSP for FFY 2023. In conjunction with the development of the HSSP, the GTSC members meet annually at the Empire State Plaza Concourse in Albany in the fall to discuss traffic safety trends and begin planning the next year's HSSP. Each agency highlights their priorities and activities related to traffic safety and discussed trends that should be of concern to the committee. In addition, GTSC staff met with the NYS Association of Traffic Safety Boards to gather important data and input from the local level.

Planning and Administration

To meet New York State's responsibilities for coordinating and managing the Section 402 highway safety program, GTSC continued to encourage and support the development of local funding proposals, conduct public information and education programs and increase access to data for problem identification and evaluation purposes. Fiscal management continued to be the focus of much of GTSC's planning and administrative activities. The GTSC staff manages the federal letter of credit, including the accounting, vouchering, contracting, claiming, evaluating and reporting tasks required by the federal highway safety program. In addition to the Section 402 program, GTSC manages and provides administrative support for STOP-DWI, as well as Section 405b, 405c, 405d, 405f and 405h incentive grant programs.

GTSC has continued to use a personal approach in administering the highway safety program. GTSC staff members are available and serve as resources in assisting local agencies in program development. A total of 67 formal grant program monitoring visits by GTSC Program Representatives were conducted in FFY 2022. The Law Enforcement Liaisons (LELs) often accompany the Program Representatives on formal monitoring visits to police agencies. Program Representatives and LELs remain in contact with grantees through phone and email. In addition, the GTSC program staff and LELs participate in local traffic safety board meetings, advisory meetings, community recognition programs and traffic safety events.

Another priority of GTSC has been to streamline the grant application and approval process while still maintaining compliance with all federal and state requirements. In FFY 2016, GTSC undertook a LEAN project that focused on the entire grant award process. By adopting the LEAN principles with its emphasis on customer value, the overall timeliness of grant approvals was improved significantly. Due to staffing shortages, the 2022 average cycle time for processing a grant application increased by 14 days from 104 days in 2021 to 118 days in 2022. This represents a 13% increase in 2022 compared to 2021. All notifications regarding FFY 2023 grant applications were issued by mid-August. Currently, 96% of the grants have completed the NYS contract approval process.

Other specific accomplishments associated with managing the highway safety program in FFY 2022 are listed below:

- A Highway Safety Strategic Plan allocating \$67,356,030 for various NHTSA highway safety programs was implemented.
- New York State received the following incentive fund awards:
 - Section 405b Occupant Protection - \$2,506,439
 - Section 405c Traffic Records - \$2,894,176

- Section 405d Impaired Driving - \$9,926,503
 - Section 405d Ignition Interlock - \$1,195,980
 - Section 405f Motorcycle Programs - \$310,119
 - Section 405h Nonmotorized Safety – \$1,474,637
- A total of 580 applications for FFY 2022 funding were reviewed; 548 grant applications were approved.
 - A total of 1,353 vouchers were processed.
 - New York closed out FFY 2021 in December 2021 and expended about \$27,540,100.
 - As of November 17, 2021, the ratio of unliquidated funds was 1.18 years for all funds.
 - GTSC submitted its FFY 2022 report into the Federal Funding Accountability and Transparency Act data system. The applicant information, funding level and project description were entered for 117 grant projects that received awards greater than \$30,000.
 - New York State continues to fulfill the Governor’s promise to reform the State’s grant contracting process for not-for-profit organizations. In FFY 2022, the State of New York posted available grant opportunities for not-for-profits to qualify for upcoming grants in the Grants Gateway Portal. In addition, GTSC reached out to 480 additional not-for-profits to invite them to apply for the grants.
 - The Grants Gateway is an online system that allows grantees to browse anticipated and available New York State grant opportunities and submit frequently requested documents in a vendor Document Vault. The Grants Gateway has been expanded to accommodate the full lifecycle of a grant; however, New York State will transition its grant management from the Grants Gateway into the Statewide Financial System (SFS) scheduled for April 2023.
 - Prequalification is a statewide process designed to facilitate prompt contracting. Not-for-profits seeking to obtain a grant from NYS are asked to submit commonly requested documents and answer frequently asked questions only once. Not-for-profits submit their responses online in the Grants Gateway and all information is stored in a virtual, secured vault. The information and documents stored in the electronic "vault" are available to all state agencies reviewing grants.
 - GTSC continues to use eGrants for the automation of grant program management and fiscal processing from application to closeout. GTSC works with the eGrants system vendor to continuously improve the grant application and review process as well as required reports for NHTSA and state oversight agencies.

Training and Educational Opportunities

Professional Development

GTSC recognizes the value of professional development and supports participation by its staff and highway safety partners in relevant training and educational opportunities to increase their knowledge and awareness of traffic safety issues and to acquire new or improved skills. In FFY 2022, GTSC played an important role in planning and delivering several training and educational programs and supported the participation of its staff and highway safety partners in these and other professional development opportunities. Although restrictions on out-of-state travel limited GTSC staff in participating in some conferences and training opportunities, GTSC was involved in planning several programs and events and provided support for partners to attend. GTSC’s training activities in the past year included the following:

- Supported and participated in the delivery of new child passenger safety technician certification courses, as well as continuing education classes for certified technicians
- Coordinated and implemented the Safe Travel for All Children (STAC) training, where 19 technicians were newly trained on how to safely transport children with special needs
- Held the NYS Child Passenger Safety Conference in Saratoga Springs, which attracted 383 attendees. The conference allowed technicians to earn up to 6 continuing education units required for recertification
- Coordinated and attended a virtual live training on the National Digital Check Form for Child Passenger Safety by the National CPS Board/National Safety Council
- Supported Leandra’s Law training sessions statewide
- Participated in various trainings on Equity, Inclusion and Engagement topics and conducted two virtual town hall meetings for GTSC related to these topics
- Supported the New York Prosecutors Training Institute’s training programs related to various impaired driving issues
- Coordinated the DRE, SFST and ARIDE training programs held throughout New York State
- Attended and assisted at various New York State Sheriff’s Association Training Conference events
- Participated in various Governors Highway Safety Association (GHSA) webinars
- Participated in planning the GHSA’s Annual Meeting
- Participated in the New York State Association of Traffic Safety Boards and STOP-DWI Association meetings
- Conducted local outreach in several counties
- Participated in NHTSA program training and DMV-sponsored training

Plan for Public Information & Education

Statewide Public Information & Education

GTSC coordinates statewide public information & education campaigns to educate the public on new and continuing traffic safety issues and raise awareness of the responsibilities of all highway users to ensure their own safety and the safety of others on the roadway. In FFY 2022, DMV and GTSC continued the implementation of successful public information and education campaigns across a variety of media platforms emphasizing messages related to impaired driving, distracted driving, occupant restraints, drowsy driving, speed and the need to safely share the road with a variety of users. Several media outlets and partners were involved in the production of these messages which were made available on television, radio, billboards, social media and the <https://trafficsafety.ny.gov> website. Printed materials were also prepared and distributed to support the campaigns. The ongoing partnerships with the New York State Broadcasters Association (NYSBA) and the Cable Telecommunications Association of New York (CTANY) continued to provide GTSC with access to additional markets for the dissemination of safety messaging. Ads were run on broadcast and cable channels targeting the 18-45 male demographic; social media including web “pushdowns” and “sliders,” video pre-roll ads, banner ads, and mobile advertising were also utilized.

Billboards and Fuel Pump Messages

In FFY 2022, GTSC continued to use billboards to deliver public education and educational campaign messages. The FFY 2022 billboards displayed a buckle up message that reminded motorists to wear their seat belts and a message to slow down.

Over 500 static poster units were displayed statewide. Others were broadcast utilizing digital billboards in areas of the state featuring this technology.

From April through November 2022, GTSC promoted motorcycle awareness at 150 fuel filling stations located exclusively in New York City and Long Island, the areas in New York State that have the highest number of motorcycle crashes involving a motorcycle and another motor vehicle. Motorcycle awareness messages were affixed to fuel pump toppers and nozzle handles throughout the riding season and represented a unique opportunity to reach the general motoring public.



Television, Radio and Other Media

Through GTSC's ongoing partnership with the NYSBA, non-commercial sustaining announcements (NCSAs) continued to be used to disseminate key traffic safety messages. The key campaign messages that were aired in FFY 2022 on a rotating basis on both television and radio are listed below:

- Impaired Drivers Take Lives. Think!
- Drugged Driving is Impaired Driving
- It's Your Community. It's Your Call
- Drinking and Driving Shatters Lives
- Watch for Motorcycles
- What Kind of Driver Are You Raising?
- What's your excuse? (Buckle up in the back seat)
- Go it alone (Highlights the distraction danger of additional passengers)

In FFY 2022, there were 35,288 announcements on 157 New York State radio stations. The radio spots aired from 5 am through midnight. The television spots ran from October 2021 through September 2022, with a total of 11,589 spots airing on television stations throughout New York State.

In FFY 2022, GTSC contracted with CTANY for a multi-media, statewide traffic safety program to help support the public awareness and behavioral goals of the NYS HSSP. Data from the TSSR was used to help guide advertising placement decisions and market budget disbursements.

Multi-media cable telecommunications advertisements targeted adults ages 18-55 (skewed younger male) with TV spots in English and Spanish focusing on pedestrian safety, impaired driving, distracted driving, and motorcycle safety messaging. A robust digital campaign effort helped reinforce the messaging and reach customers watching TV through add-on devices like Roku and Firestick, and through network apps viewed on smart phones and mobile tablets.

The annual campaign was conducted in three phases and provided GTSC with a nearly constant presence on New York cable systems. Heavier advertising was scheduled to coincide with major events on the NHTSA/NYS Highway Traffic Safety Events Calendar.

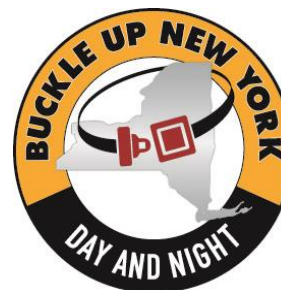
The 2022 campaign delivered millions of online impressions including over 135,000 TV spots, plus video pre-roll ads, banner ads and mobile advertising. Custom GTSC on-air TV billboards also aired seasonally on local cable stations during news, traffic and weather reports. Additional GTSC spots ran for free in unsold time slots, providing GTSC with approximately 21,000 spots. Rates and special packages were negotiated directly with vendors to maximize GTSC contract dollars. GTSC received a 15%-20% bonus in TV spots and digital programming, plus a 15% discount on ad agency rates.

GTSC Website

In FFY 2022, GTSC maintained and updated its website <https://trafficsafety.ny.gov>. Through the website, GTSC continued to disseminate traffic safety information to the general public, provide grant-related materials and forms, and serve as a portal for its online grant application and management system eGrants. The annual call for grant proposals is posted online, as are the annual HSSP and the Annual Report. During FFY 2021, the GTSC website hosted 270,197 website views. Analytics on the server hosting the GTSC website provides website view figures rather than total hits.

In FFY 2022, GTSC also continued to enhance the Younger Driver Tool Kit, which offers resources for schools and educators throughout the state. The tool kit is available on the GTSC website and features resources and program ideas on impaired driving, distracted driving, drowsy driving, texting and driving, seat belt use and other traffic safety topics. Information for teens and parents on the Graduated Driver's License and other topics specifically related to young drivers is also provided. The GTSC website features a Law Enforcement Partners Page that is used to communicate information about crackdowns, training, new laws and traffic safety promotions to the state's enforcement community.

The GTSC home page features a rotation of traffic safety topics. Four large images rotate through the cycle, with a tag line and link to more information. These topics often tie in with the promotional materials developed for television, radio and billboards. For 2022, the topics included Drive Sober or Get Pulled Over, Fewer Cars on the Road Isn't a Free Pass to Speed, National Work Zone Awareness Week, See! Be Seen!, Seat Belts Save Lives, National Child Passenger Safety Week, and National School Bus Safety Week.



In 2022, GTSC shared the STOP-DWI Foundation's DWI messaging. Banner images were prepared for each of the DWI Crackdowns and GTSC added these images to its homepage rotation. GTSC is also using its website to disseminate the link for the STOP-DWI Foundation's "Have a Plan" mobile app that provides information to help young drivers avoid drinking and driving.

Highway Safety Symposia, Surveys and Studies

Annual NYS Highway Safety Symposium

Each year, GTSC joins the NYS STOP-DWI Association and the NYS Association of Traffic Safety Boards in sponsoring the NYS Highway Safety Symposium. With funding from GTSC, ITSMR coordinates and provides administrative support for the annual meeting. GTSC provides support for several staff members and grantees to attend the statewide symposium which includes training and information-

sharing sessions on a wide range of traffic safety topics and typically draws an audience of 300-350 attendees.

The Symposium was held in Albany October 26-28, 2022. The sessions included presentations on a Comprehensive Highway Safety Campaign, a Pedestrian Safety Education Program, New York's Impaired Driving Program, the Science of Cannabis, micromobility, and Equity in Traffic Safety.

Driver Behavior and Attitudinal Survey

ITSMR conducts the annual driver behavior and attitudinal survey required by NHTSA. Beginning in 2010, questionnaires were distributed in-person to customers at five DMV offices in the state. The traffic safety topics covered in the survey are seat belt use, speeding, impaired driving, and cell phone use and texting. Because of the increased concern about drug-impaired driving, new questions were added starting with the 2017 and the 2019 surveys to gauge the extent to which drivers engage in this behavior. In 2020 the survey moved to an online format and in 2022, organizers overhauled the survey questions and answers, including information on the new seat belt law requiring seat belt use by occupants age 16 and older riding in the rear seat.

In 2022 the survey was posted on the DMV, GTSC and ITSMR websites in June and was available through September. ITSMR staff conducted analyses on the surveys completed online. The results are presented in this Annual Report under the relevant program areas.